

**DELAWARE VALLEY REGIONAL PLANNING COMMISSION**

**BOARD COMMITTEE**

Minutes of Meeting of February 25, 2016

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

Sean Thompson  
Dave Kuhn  
James Mosca  
Chris Howard  
(not represented)  
Nedia Ralston  
Diane Ellis-Marseglia  
Lynn Bush  
Michelle Kichline  
Brian O'Leary  
John McBlain  
Valerie Arkoosh  
Jody Holton  
Carol Thomas  
Lou Cappelli  
Andrew Levecchia  
(not represented)  
Leslie Floyd  
(not represented)  
Denise Goren  
Edward Williams  
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

(not represented)

Pennsylvania Division

(not represented)

U.S. Department of Housing and Urban Development,  
Region III

Richard Ott

U.S. Environmental Protection Agency, Region II

(not represented)

U.S. Environmental Protection Agency, Region III

(not represented)

Federal Transit Administration, Region III  
Southeastern Pennsylvania Transportation Authority  
New Jersey Transit Corporation  
New Jersey Department of Environmental Protection  
Pennsylvania Department of Environmental Protection  
Delaware River Port Authority  
Port Authority Transit Corporation  
New Jersey Office of Planning Advocacy  
Pennsylvania Department of Community and  
Economic Development

Tony Cho  
Byron Comati  
Lou Millan  
(not represented)  
(not represented)  
Barbara Holcomb  
Phil Spinelli  
Gerard Scharfenberger  
  
Aliyah Furman

DVRPC Co-Counsel

Pennsylvania Co-Counsel  
New Jersey Co-Counsel

Andrew Bockis  
Thomas Coleman

DVRPC Staff: Barry Seymour, John Ward, Chris Puchalsky, Elizabeth Schoonmaker, Alison Hastings, Kwan Hui, Rick Murphy, Greg Krykewycz, Amy Verbofsky, Rob Graff, Mary Bell, Kevin Murphy, Ben Gruswitz, Taghi Ozbeki, Tom McGovern, Van Doan, Mike Boyer, Lindsay Donnellon, Zoe Neaderland, Sean Greene, Elise Turner, John Griffies, Shoshana Akins, Stacy Bartels, Brett Fusco, Chris Linn, Karen Cilurso, Kim Korejko, and Renee Wise.

Guests

Chester County  
Pennoni Associates  
PlanPhilly  
Residents for Regional Traffic Solutions  
WSP/Parsons Brinckerhoff  
CCCTMA  
PennDOT 6-0

David Sciocchetti  
Don Shanis  
Jim Saksa  
Sue Herman  
AnnaLynn Smith  
Bill Ragozine  
Jonathan Korus

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

Chair Dr. Ed Williams called the meeting to order at 10:02 a.m. and asked if there was any press in the room.

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

No public comments were received.

**Action Items**

**1. Minutes of Meeting of January 28, 2016**

The Board adopted the following **motion**:

**MOTION** by Mr. Kuhn, seconded by Mr. Mosca, to approve the minutes of January 28, 2016.

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

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

### **2a. PA15-71: I-95 & Aramingo Ave., Adams Ave. Connector (MPMS #17782), City of Philadelphia**

PennDOT has requested that DVRPC amend the FY2015 - 2018 Transportation Improvement Program (TIP) for Pennsylvania by advancing the construction phase of the I-95 and Aramingo Avenue, Adams Avenue Connector Project (MPMS #17782) from FY19 and FY20 to occur earlier in FY16, FY17, and FY18. This schedule change of an air quality regionally significant project requires a new air quality conformity determination and constitutes an amendment to the TIP preceded by a minimum 30 day public comment period. The funding for the project would be changed accordingly: from \$9,552,000 (\$7,642,000 STU/\$1,910,000 State 581) in FY19 and \$9,552,000 (\$7,642,000 STU/\$1,910,000 State 581) in FY20 to \$4,500,000 State 581 in FY16, \$13,268,000 State 581 in FY17, and \$1,532,000 State 581 in FY18.

This I-95 and Aramingo Avenue, Adams Avenue Connector Project will extend Adams Avenue, which is located east of Tacony Street and south of Torresdale Avenue, to Aramingo Avenue and ramps constructed as part of the I-95, Delaware Expressway at Betsy Ross Bridge Interchange project. The extension will provide a connection between Torresdale Avenue and Aramingo Avenue and I-95 at the Betsy Ross Interchange. It will be a new roadway that is one lane per direction, but it will widen out towards the Betsy Ross Interchange to accommodate additional turn lanes. There will be traffic signals at Torresdale Avenue and Aramingo Avenue. Adams Avenue will pass under the AMTRAK Bridge, but no bridge work is anticipated. The exact limit at the interchange will be determined by the I-95 Section BRI/BSR projects and how they complete the interchange. Additionally, the parallel portion of the Frankford Creek Greenway will be constructed adjacent to the Adams Avenue Connector.

PennDOT is seeking to advance the I-95 and Aramingo Avenue, Adams Avenue Connector project's construction phase from the second four years of the current FY2015 TIP to the first four years (FY16, FY17, and FY18) of the current TIP, in order to combine with I-95 Section BS4 (MPMS #103562) as a package for advertising and advance the letting to October 2016. The I-95 and Aramingo Avenue, Adams Avenue Connector and I-95 Section BS4 projects are located adjacent to each other. Access to the I-95 BS4 construction site can only be had through either the ongoing I-95 Section

BR0 construction site or through the I-95 and Aramingo Avenue, Adams Avenue Connector limits. To avoid delays the I-95 Section BS4 and I-95 and Aramingo Avenue, Adams Avenue Connector projects then must be let together as a package.

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.

**2b. PA15-72: Plank Road/Otts Road/Meyers Road/Seitz Road Intersection Improvements (MPMS #57851), Montgomery County**

PennDOT has requested that DVRPC amend the FY2015 - 2018 Transportation Improvement Program (TIP) for Pennsylvania by advancing the construction phase of the Plank Road/Otts Road/Meyers Road/Seitz Road Intersection Improvements (MPMS# 57851) from FY19 and FY20 to occur earlier in FY16 and FY17. This schedule change of an air quality regionally significant project requires a new air quality conformity determination and constitutes an amendment to the TIP preceded by a minimum 30 day public comment period. The funding for the project would be changed accordingly: from \$8,358,000 (\$6,686,000 NHPP/ \$1,672,000 State 581) in FY19 and \$8,358,000 (\$6,686,000 NHPP/ \$1,672,000 State 581) in FY20 to \$5,024,000 (\$4,019,000 CAQ/ \$1,005,000 State 581) in FY16 and \$7,476,000 (\$5,981,000 CAQ/ \$1,495,000 State 581) in FY17.

This project contains five elements to make the Plank Road/Otts Road/Meyers Road/Seitz Road Intersections function better:

The first element is the realignment of Meyers and Seitz Roads at Township Line Road. Meyers Road terminates at Seitz Road approximately 250 feet south of the intersection with Township Line Road. Seitz and Meyers Roads will be realigned to best serve the predominant traffic movements between Meyers Road and Township Line Road. The Seitz Road intersection with Township Line Road is currently two-way stop controlled. A new signal will be installed at the intersection of Township Line Road and Meyers Road as part of the proposed work. Seitz Road will then terminate at Meyers with a one-way stop controlled "T" intersection. The second element is the realignment of Meyers and Otts Roads at the Miller/Bauman Roads intersection. There are two curves in this area that do not meet current geometric design criteria for 40 MPH Design Speed. The proposed realignment will meet these criteria.

The third element is the vertical and horizontal realignment of Otts Road. This road has a series of curves east of the Miller/Bauman Road intersection that do not meet current geometric design criteria for 40 MPH Design Speed. The topographic constraints require realignment to fit with the area topography, drainage ways, and existing residential driveways. The fourth element is the Otts Road approach to the intersection with Plank Road and PA 29. The Otts Road and Plank Road approaches to PA 29 are offset by approximately 100 feet. Both "T" intersections are one-way stop controlled. As

part of this project, Otts Road will be relocated to align opposite Plank Road which will be widened to accommodate a left turn lane and the new four-way intersection will be signalized.

The last element to this project is the Plank Road approach to the intersection with PA 73. Plank Road ends at Skippack Pike (PA 73) as a "T" intersection. Plank Road and PA 73 will be widened to accommodate left turn lanes on both Plank Road and Skippack Pike but will not be realigned. A new signal will replace the existing one for this intersection and a left turn lane will be added both to Plank Road and Skippack Pike (PA 73). A flat area will be added along the westbound direction of Plank Road for a future sidewalk.

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 unanimously adopted the following **motion**:

**MOTION** by Ms. Goren, seconded by Ms. Arkoosh, that the Board approve the following TIP actions:

PA15-71, PennDOT's request that DVRPC amend the FY2015 - 2018 Transportation Improvement Program for Pennsylvania by advancing the construction phase of the I-95 and Aramingo Avenue, Adams Avenue Connector Project (MPMS #17782) from FY19 and FY20 to occur earlier in FY16, FY17, and FY18. This schedule change of an air quality regionally significant project requires a new air quality conformity determination and constitutes an amendment to the TIP preceded by a minimum 30 day public comment period. The funding for the project would be changed accordingly: from \$9,552,000 (\$7,642,000 STU/\$1,910,000 State 581) in FY19 and \$9,552,000 (\$7,642,000 STU/\$1,910,000 State 581) in FY20 to \$4,500,000 State 581 in FY16, \$13,268,000 State 581 in FY17, and \$1,532,000 State 581 in FY18. The description will also be updated.

PA15-72, PennDOT's request that DVRPC amend the FY2015 - 2018 Transportation Improvement Program for Pennsylvania by advancing the construction phase of the Plank Road/Otts Road/Meyers Road/Seitz Road Intersection Improvements (MPMS #57851) from FY19 and FY20 to occur earlier in FY16 and FY17. This schedule change of an air quality regionally significant project requires a new air quality conformity determination and constitutes an amendment to the TIP preceded by a minimum 30 day public comment period. The funding for the project would be changed accordingly: from \$8,358,000 (\$6,686,000 NHPP/ \$1,672,000 State 581) in FY19 and \$8,358,000 (\$6,686,000 NHPP/ \$1,672,000 State 581) in FY20 to \$5,024,000 (\$4,019,000 CAQ/ \$1,005,000 State 581) in FY16 and \$7,476,000 (\$5,981,000 CAQ/ \$1,495,000 State 581) in FY17. The description will also be updated.

**2c. PA15-73: Adams Avenue Bridge Over Tacony Creek (MPMS #17622), City of Philadelphia**

PennDOT has requested that DVRPC modify the FY2015 - 2018 Transportation Improvement Program (TIP) for Pennsylvania by advancing the construction phase of Adams Avenue Bridge Over Tacony Creek (MPMS #17622) from FY19 (\$3,121,000 NHPP/ \$780,000 State 185) to occur earlier in FY16 (\$1,001,301 State 185), FY17 (\$495,937 State 185), and FY18 (\$2,502,762 State 185), and by increasing the construction phase overall by \$99,000 from \$3,901,000 to \$4,000,000.

This project will rehabilitate the Adams Avenue Bridge over Tacony Creek, which is a structurally deficient three-span stone masonry bridge originally built in the mid-1800s and was last reconstructed in 1942. No maintenance or repair work has occurred for this bridge in over 20 years, and work must occur quickly before the bridge falls into a further state of disrepair. Rehabilitation activities, which the Pennsylvania Historical and Museum Commission (PHMC) has concurred to have “No Adverse Effect” on the bridge, include replacing the pavement and backfill on top of the stone arch barrels to repair the arch and placing lightweight concrete between the spandrel walls up to the underside of the pavement; dismantling and resetting the existing parapet and deteriorated section of the spandrel walls and wingwalls, and salvaging the existing stone for reuse on the concrete core parapets. This bridge carries roughly 16,600 vehicles per day and is listed on the National Register of Historic Places.

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.

**2d. PA15-74: US 30 Sinkhole Repairs (MPMS #104335), Chester County**

PennDOT has requested that DVRPC amend the FY2015 - 2018 Transportation Improvement Program (TIP) for Pennsylvania by adding a new \$3,000,000 State 581 funded project, US 30 Sinkhole Repairs (MPMS #104335), to the TIP for FY16 construction. Permanent sinkhole repairs will be provided at two locations along US 30 between the Business 30 interchange and Clover Mill Road (near the Oaklands Corporate Center) in West Whiteland Township.

This portion of the US 30 corridor was built in 1993, and it passes closely by an active quarry in an area with karst geology. The eastern sinkhole location is approximately 55 feet deep and centered over both eastbound lanes and the median shoulder area. The western sinkhole location is approximately 13 feet deep and centered around the median and inside shoulder areas. Geophysical studies determined that both locations

are active sinkholes. PennDOT District 6 has developed location specific approaches to minimize future problems, which include the following activities:

- Open excavation of the western sinkhole problem area; replacement of the embankment materials with pervious cellular concrete (which can stabilize soil and filter and reduce contaminants that can adversely affect soil and water); and full depth pavement reconstruction for the western sinkhole.
- Drainage improvements; resettlement of median high tension cable barrier; and mill and overlay the mainline pavement for the eastern sinkhole.
- Full depth shoulder widening to maintain two lanes of traffic during construction at both locations.

A sinkhole is generally a circular hole or a depression in the ground that is caused by erosion and water drainage. The size of a hole can range from a few feet to a size large enough to engulf an entire building. It can suddenly appear without warning and may continue to grow after the initial collapse. Sinkholes are naturally part of the Commonwealth's landscape called karst and are considered one of central and eastern Pennsylvania's serious geologic hazards (PA Department of Environmental Protection Sinkholes Fact Sheet).

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 unanimously adopted the following **motion**:

**MOTION** by Mr. Mosca, seconded by Ms. Kichline, that the Board approve the following TIP actions:

PA15-73, PennDOT's request that DVRPC modify the FY2015 - 2018 Transportation Improvement Program for Pennsylvania by advancing the construction phase of Adams Avenue Bridge Over Tacony Creek (MPMS #17622) from FY19 (\$3,121,000 NHPP/ \$780,000 State 185) to occur earlier in FY16 (\$1,001,301 State 185), FY17 (\$495,937 State 185), and FY18 (\$2,502,762 State 185), and by increasing the construction phase overall by \$99,000 from \$3,901,000 to \$4,000,000.

PA15-74, PennDOT's request that DVRPC amend the FY2015 - 2018 Transportation Improvement Program for Pennsylvania by adding a new \$3,000,000 State 581 funded project, US 30 Sinkhole Repairs (MPMS #104335), to the TIP for FY16 construction.

**2e. PA15-75: SEPTA Bus Purchase Program (MPMS #90512), SEPTA**

SEPTA has requested that DVRPC modify the FY2015 - 2018 Transportation Improvement Program (TIP) for Pennsylvania by increasing the SEPTA Bus Purchase Program (MPMS #90512) by an overall \$21,292,000 (\$18,748,000 Section 5307/ \$2,462,000 State 1514/ \$82,000 Local), which specifically increases the FY16 Purchase of Equipment (PUR) phase by \$23,435,000 (\$18,748,000 Section 5314/ \$4,536,000 State 1514/ \$151,000 Local) from \$37,688,000 (\$18,500,000 Section 5307/ \$8,234,000 Section 5339/ \$10,601,000 State 1514/ \$353,000 Local) to \$61,123,000 (\$37,248,000 Section 5307/ \$8,234,000 Section 5339/ \$15,137,000 State 1514/ \$504,000 Local), and decreases the FY19 PUR phase by \$2,143,000 (\$2,074,000 State 1514/ \$69,000 Local) from \$52,918,000 (\$30,683,000 Section 5307/ \$8,234,000 Section 5339/ \$13,549,000 State 1514/ \$452,000 Local) to \$50,775,000 (\$30,683,000 Section 5307/ \$8,234,000 Section 5339/ \$11,475,000 State 1514/ \$383,000 Local). The project description will also be updated.

This funding increase is a result of the recently passed Fixing America's Surface Transportation (FAST) Act that increased funding to the Federal Transit Administration (FTA) Formula programs in addition to schedule changes of other existing projects. SEPTA's Bus Purchase Program is an ongoing process that replaces buses that have exceeded their useful life. The 2012-2016 Bus Purchase contract for 275 vehicles (90 forty-foot buses and 165 sixty-foot articulated buses) is expected to be complete this year. In the spring of 2016, SEPTA will award a contract for the 2016-2020 Bus Purchase procurement, which will provide 525 forty-foot hybrid-diesel electric buses.

Financial constraint will be maintained by making adjustments to other existing TIP projects whose schedules or costs have changed or by additional funding from the FAST Act. All projects listed contribute to fiscal constraint.

A public comment was received requesting that SEPTA use smaller hybrid busses and not 60 and 90-foot buses. SEPTA responded that they do not use 90-foot buses and that less than 14 percent of their fleet is 60-foot buses.

Favorable recommendation was received from the Regional Technical Committee.

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

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



PA15-75, SEPTA's request that DVRPC modify the FY2015 - 2018 Transportation Improvement Program for Pennsylvania by increasing the SEPTA Bus Purchase Program (MPMS #90512) by an overall \$21,292,000 (\$18,748,000 Section 5307/ \$2,462,000 State 1514/ \$82,000 Local), which specifically increases the FY16 Purchase of Equipment (PUR) phase by \$23,435,000 (\$18,748,000 Section 5314/ \$4,536,000 State 1514/ \$151,000 Local) from \$37,688,000 (\$18,500,000 Section 5307/ \$8,234,000 Section 5339/ \$10,601,000 State 1514/ \$353,000 Local) to \$61,123,000 (\$37,248,000 Section 5307/ \$8,234,000 Section 5339/ \$15,137,000 State 1514/ \$504,000 Local), and decreases the FY19 PUR phase by \$2,143,000 (\$2,074,000 State 1514/ \$69,000 Local) from \$52,918,000 (\$30,683,000 Section 5307/ \$8,234,000 Section 5339/ \$13,549,000 State 1514/ \$452,000 Local) to \$50,775,000 (\$30,683,000 Section 5307/ \$8,234,000 Section 5339/ \$11,475,000 State 1514/ \$383,000 Local). The project description will also be updated.

**2f. NJ16-005: Mercer County Signal Project, CR 533 (DB # D0702), Mercer County**

Mercer County has requested that DVRPC amend the FY2016 - 2019 TIP for New Jersey by adding a \$6,500,000 FY14 STATE-DVRPC funded project, Mercer County Signal Project, CR 533 (DB #D0702), back into the TIP for encumbrance in FY16 to advance FY16 construction. There is no change in project scope or cost. Encumbrance means that proper authorization has been obtained before State Transportation Trust Fund dollars are financially committed or "reserved" from an appropriation to ensure that funds for a project phase will be available when payment is due.

This project was on a previous TIP but was not encumbered in time. The construction phase will implement the operations plans and signal timing plans that were developed in the design phase, as well as improve turning radii and pedestrian safety at several intersections in order to improve traffic signal coordination for 21 existing signalized intersections on CR 533 in Mercer County from the Whitehorse Circle to Nassau Park Boulevard. The plans will address traffic management under both peak-period conditions and off-peak conditions, which will be consistent with the Delaware Valley Regional ITS Architecture. This project was a Study and Development graduate from 2011.

Financial constraint will be maintained as these are existing funds in the region. This project is funded by state funds that were appropriated in FY14. All projects listed contribute to fiscal constraint.

Favorable recommendation was received from the Regional Technical Committee.

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

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

NJ16-005, Mercer County's request that DVRPC amend the FY2016-2019 TIP for New Jersey adding a \$6,500,000 FY14 STATE-DVRPC funded project, Mercer County Signal Project, CR 533 (DB #D0702), back into the TIP for encumbrance in FY16 to advance FY16 construction.

**3. Adoption of the Addendum to the Conformity Finding of the FY 2015 Transportation Improvement Program for Pennsylvania (TIP)**

Seane Greene, DVRPC Manager, Air Quality Programs, explained that transportation conformity is a process established by the Clean Air Act to ensure that federal transportation projects and transportation investment activities are consistent with ("conform to") state commitments for meeting air quality goals. In 2015, DVRPC performed a regional emissions analysis to determine transportation conformity of the *Connections 2040* Long-Range Plan (Plan), FY 2015 PA TIP, and FY 2016 NJ TIP.

In September 2015, the DVRPC adopted the conformity finding of the *Connections 2040* Long-Range Plan (Plan) and FY 2015 PA and FY 2016 NJ TIPs. That conformity finding covered:

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

In December 2015, PennDOT proposed to change the construction schedule of two regionally significant and air quality non-exempt projects in the FY 2015 TIP for Pennsylvania. These projects are MPMS number 57851 "Plank Road Improvements" and MPMS number 17782 "Adams Avenue Connector". These changes necessitated an addendum to the approved conformity analysis to include those projects in the year 2020 transportation network analysis in the Pennsylvania portion of the region. The addendum is being published as an appendix to the adopted conformity document per the guidance of the Transportation Interagency Consultation Group,

DVRPC held a public comment period on this change from January 13, 2016 to February 16, 2016, posted the addendum on the DVRPC website, and mailed the addendum to area libraries.

Favorable recommendation was received from the Regional Technical Committee.

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

**MOTION** by Ms. Arkoosh, seconded by Ms. Marseglia, that the Board adopt:

The addendum to the air quality conformity finding of the FY 2015 Transportation Improvement Program for Pennsylvania by approving Resolution B-FY16-005.

## **DISCUSSION ITEMS**

### **4. One Minute Reports**

Aliyah Furman, PA DCED, reported that the CFA meeting is scheduled to take place on March 9. During that meeting the DCED's multimodal funds will be awarded. DCED's Greenways Trail and Recreation fund will open its application window March 1 and will close on June 30.

Leslie Floyd, Mercer County, thanked the Board for approving the action in Mercer County.

Michele Kichline, Chester County, reported that the county recently voted to impose a \$5 fee for vehicle registrations which will be used for bridge repairs.

Diane Ellis-Marseglia, Bucks County, reported that Bucks County recently voted to impose the same \$5 fee for vehicle registrations. Since this has been in place the county has received some negative feedback but the county considers this funding important for needed bridge work.

Valerie Arkoosh, Montgomery County, reported that Jody Holton gave a great presentation to county Commissioners last week on the Walk Montco Plan. The plan includes more sidewalks, better trail connections, the use of social media, and more.

Jim Mosca, PennDOT, reported that Secretary Foxx announced that the TIGER Grants and FAQs are available along with a list of eligible projects. The applications are due April 29. Secretary Richards sent information to Board members about the Motor License Fund and options for different scenarios and the impacts relative to the modes.

Byron Comati, SEPTA, reported that SEPTA will be holding public meetings about the King of Prussia rail extension's locally preferred alternatives on March 7, 9, and 15. Additionally, SEPTA is working with the Office of Emergency Management on Ready Philadelphia, a text alert system.

Richard Ott, US HUD, Region III, Deputy Regional Administrator, introduced himself to the Board.

Gerard Scharfenberger, NJ Office for Planning Advocacy, introduced himself to the Board as Alan Miller's replacement.

## **Presentation Items**

### **5. VISTA 2025 - Chester County's Economic Development Strategy**

Michelle Kichline, Chester County Commissioner, and David Sciocchetti provided an overview of a unique economic development strategy and process that seeks long term economic health for Chester County through a balance of progress and preservation.

Aliyah Furman, PA DCED, asked whether Chester County has identified a specific approach to economic development in Coatesville. Commissioner Kichline responded that the county has hired an economic development specialist who will spend all their time in Coatesville. Funding for this position will come from businesses and Coatesville Citizens for Progress. Executive Director Barry Seymour asked how Chester County fits into a regional approach for economic development. Mr. Sciocchetti responded that though the economic development plan is centered on Chester County, the regional focal point is Philadelphia. The idea is that once individuals are in the region they will look for what they want specifically and the hope is that they gravitate towards Chester County because of its economic opportunities.

### **6. Connections 2045: Greater Philadelphia Future Forces**

Brett Fusco, DVRPC Assistant Manager, Long-Range Planning, explained that as the first component of the next long-range plan update, DVRPC worked collaboratively with a regional stakeholder expert working group to identify the most significant forces of change for Greater Philadelphia. These forces were analyzed as scenarios to highlight how the region may change over the next 30 years, and the group identified actions to better respond to these forces.

Executive Director Barry Seymour noted that these five forces are already happening. There are universal actions that are important under all scenarios and specific contingent actions for each of the five forces that will help deal with certain issues. The interaction among forces will be interesting and a more complex analysis of these forces will be necessary.

### **7. Identifying Opportunities to Improve Heavy-Duty-Vehicle Routes Through the City of Chester**

Lindsay Donnellon, DVRPC/FHWA Community Planner, explained that the purpose of this study was to provide Chester City with recommendations to improve heavy duty

vehicle routes through Chester as a means to reduce congestion; improve safety for drivers, pedestrians and cyclists; and enhance air quality. This project relied on a local working group to help identify issues related to truck routes in the city; identifying conflict points with existing truck routes; identifying alternative routes; and lastly, reviewing a range of strategies and tools that can be implemented successfully to ensure that freight movements have a positive relationship with the surrounding community and land uses.

Byron Comati, SEPTA, expressed concerns about safety and trucks hitting abutments. Ms. Donnellon noted that utilizing signage related to height clearances can be a helpful and low cost way to deal with this issue. Mr. Seymour noted that some bridges were simply mislabeled with regards to the height restrictions for trucks and just needed to be corrected.

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

### **a. Creation of DVRPC Local Subsidiary**

Mr. Seymour called the Board's attention to the idea of creating a local subsidiary which was discussed at last month's Board meeting. Mr. Seymour noted that once projects and initiatives are identified he will come back to the Board for further discussion.

### **b. Staff Promotions and Reorganization**

Mr. Seymour reported that DVRPC has recently undergone a reorganization and that four new Associate Director positions were created. This has resulted in some changes to the different departments. Mr. Seymour referred Board members to the organizational chart provided in their packets.

### **c. DVRPC Shared Values**

Mr. Seymour noted that DVRPC has been working on developing shared values. The finalized list of shared values will be presented to the Board next month for comments and ideas.

### **d. Website Redesign**

Mr. Seymour announced that next month DVRPC's website redesign will be completed. The new website will be more mobile compliant and user-friendly.

### **e. New Releases**

Mr. Seymour noted that DVRPC has some new releases including: (1) Identifying Opportunities for Park and Ride Capacity in South Jersey (2)

Connections 2045: Greater Philadelphia Future Forces (coming soon) (3) MIT #28, Safe, Clean, and Green (4) Enhanced Bus Service on West Chester Pike

f. Upcoming committee and Task Force Meetings

Mr. Seymour called the Board's attention to the Information Resources Exchange Group (IREG) meeting taking place on March 9, the Healthy Communities Task Force (HCTF) meeting March 10, the Regional Safety Task Force (RSTF) and Incident Management Task Force meeting March 11, the Transportation Operations Task Force (TOTF) meeting March 14, the Regional Aviation Committee (RAC) meeting March 17, and the Public Participation Task Force (PPTF) meeting today at 6:00 pm.

g. Highlights from the NARC Conference

Mr. Seymour reported that he attended the NARC conference recently and heard from Victor Mendes of the USDOT. One of the items presented was on the Ladders of Opportunity which details things like housing and urban development and regional fair housing assessment work. Additionally the conference discussed economic development and how to translate the CEDS into action. Some regions working on these initiatives include Atlanta, Kansas City, and Boston. Mr. Seymour referred Board members to the Ladders of Opportunity sheet in their packets.

h. TCDI

Mr. Seymour announced that the TCDI program will be released in early March. There is a mandatory applicant's meeting at DVRPC on March 15 at 4:00 pm. Applications are due April 22 and selected projects will be brought to the Board in June.

## **9. Committee Reports**

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

- (1) Regional Technical Committee
- (2) Central Jersey Transportation Forum

### **OLD BUSINESS**

No old business was stated.

### **NEW BUSINESS**

No new business was stated.

There being no further business, the meeting was adjourned at 11:42 a.m. on a

**MOTION** by Mr. Mosca, seconded by Mr. Kuhn.

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