

**DELAWARE VALLEY REGIONAL PLANNING COMMISSION**

**BOARD COMMITTEE**

Minutes of Meeting of May 25, 2017

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

**Membership Present**

**Representative**

New Jersey Department of Community Affairs	Sean Thompson
New Jersey Department of Transportation	Eric Powers
New Jersey Governor's Appointee	Thomas Huth
Pennsylvania Department of Transportation	James Ritzman
	James Mosca
Pennsylvania Governor's Appointee	Gina Burritt
Pennsylvania Governor's Policy & Planning Office	Nedia Ralston
Bucks County	Diane Ellis-Marseglia
	Lynn Bush
Chester County	Michelle Kichline
	David Ward
Delaware County	John McBlain
	Linda Hill
Montgomery County	Valerie Arkoosh
	Jody Holton
Burlington County	Mark Remsa
	Carol Thomas
Camden County	Lou Cappelli
	Andrew Levecchia
Gloucester County	Theresa Ziegler
Mercer County	Leslie Floyd
City of Chester	(not represented)
City of Philadelphia	Michael Carroll
	Christopher Puchalsky
City of Camden	June Morton
City of Trenton	(not represented)

**Non-Voting Members**

Federal Highway Administration New Jersey Division	Calvin Edghill
Pennsylvania Division	Daniel Walston
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 Association	Liz Smith
New Jersey Transit Corporation	Lou Millan
New Jersey Department of Environmental Protection	(not represented)
Pennsylvania Department of Environmental Protection	Patrick Patterson
Delaware River Port Authority	Barbara Holcomb
Port Authority Transit Corporation	(not represented)
New Jersey Office of Planning Advocacy	Gerard Scharfenberger
Pennsylvania Department of Community and Economic Development	Aliyah Furman

DVRPC Co-Counsel

Pennsylvania Co-Counsel	Andy Bockis
New Jersey Co-Counsel	Tom Coleman

DVRPC Staff

Barry Seymour, John Ward, Alison Hastings, Elizabeth Schoonmaker, Mike Boyer, Matt Gates, Stacy Bartels, Tom McGovern, Van Doan, Brett Fusco, John Griffies, Kwan Hui, Rick Murphy, Greg Krykewycz, Taghi Ozbeki, Karin Morris, Shoshana Akins, Ken Peters, Paul Smith, Jesse Buerk, Mary Bell, Elise Turner, Najah Jackson, Joe Fazekas, Tom Keenan, Ted Dahlburg, Laurie Matkowski, Paul Carafides, Kim Korejko, and Renee Wise.

Guests

PennDOT 6-0	Jonathan Korus
PennDOT 6-0	Kathleen Winfree
CH Planning	Charnelle Hicks
CCCTMA	Bill Ragozine

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

Alternate Chair Jody Holton called the meeting to order at 10:01 a.m. and asked if there was any press in the room. Executive Director Barry Seymour introduced Mark Remsa as the new appointee from Burlington County, Liz Smith, the new appointee from SEPTA, David Ward who is sitting in temporarily for Michele Kichline from Chester County, and Eric Powers representing NJDOT.

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

No public comments were stated.

**Action Items**

**1. Minutes of Meeting of April 27, 2017**

The Board adopted the following **motion**:

**MOTION** by Mr. Ritzman, seconded by Mr. Thompson, to approve the minutes of April 27, 2017. Mr. Remsa abstained.

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

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

### **2a. PA17-37: I-95, Columbia Avenue to Ann Street (GR1), (MPMS #79686), City of Philadelphia**

PennDOT has requested that DVRPC amend the FY2017 – 2020 TIP for Pennsylvania by adding UTL and ROW phases back into the TIP for the I-95, Columbia Avenue to Ann Street (GR1) project, MPMS #79686, in the total amount of \$12,100,000, including an FY17 UTL phase (\$3,600,000 NHPP/Toll Credit Match), FY17 ROW phase (\$4,250,000 NHPP/Toll Credit Match), and FY18 ROW phase (\$4,250,000 NHPP/Toll Credit Match). This project is currently under construction. The total estimated cost for the project, including the proposed UTL and ROW cost increases, is over \$190,000,000.

The UTL and ROW are being added at this time to cover Accrued Unbilled Costs (AUCs) associated with the project. The UTL AUCs are due to PECO relocation work and cost overruns related to implementation of ITS equipment. The ROW AUCs are primarily due to the purchase of a particular parcel at a cost of \$21,600,000, which was higher than the initial estimate. Additional ROW cost overruns were caused by a required extension of a large temporary construction easement from Conrail, relocation of several privately owned billboards, and leasing of an archaeological construction staging area for seven years to support ongoing archaeology efforts for the overall I-95 GIR project. Having a facility adjacent to the work area will improve efficiency in processing and displaying artifacts during the public involvement process.

The I-95, Columbia Avenue to Ann Street (GR1) project includes all major utility relocation work and a majority of the surface street reconstruction and relocation work between Berks Street and Ann Street. When completed, the project will have reconstructed most of Delaware Avenue, relocated Richmond Street, and constructed a temporary detour road along Conrail's Port Richmond Yard. Section GR1 includes structures such as the Girard Avenue trolley bridge, the four bridges carrying Conrail over relocated Richmond Street, and associated retaining walls along Richmond Street and the detour road. Besides the detour road construction, associated detour route improvements will be made, such as temporary intersection improvements and signal retimings. This section of I-95 also includes the SEPTA Route 15 Trolley relocation and associated catenaries work, and relocation of Conrail's Belt and Loop Lines. Pedestrian and bicycle facilities are present along Delaware Avenue, Richmond Street, Aramingo Avenue and Girard Avenue, and these facilities will be expanded under this project to include wider sidewalks, a shared-use trail, and other pathways. Appropriate pedestrian access will be provided via signalized crossings, refuge medians, signing, hand/man signals and visible pavement markings. This project is being coordinated with the I-95

Section CPR and Section AFC projects from a construction letting and geographical location standpoint.

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 Ms. Ralston, seconded by Mr. Cappelli, that the Board approve the following TIP action:

PA17-37, PennDOT's request that DVRPC amend the FY2017 – 2020 TIP for Pennsylvania by adding UTL and ROW phases back into the TIP for the I-95, Columbia Avenue to Ann Street (GR1) project, MPMS #79686 in the total amount of \$12,100,000, including an FY17 UTL phase (\$3,600,000 NHPP/Toll Credit Match), FY17 ROW phase (\$4,250,000 NHPP/Toll Credit Match), and FY18 ROW phase (\$4,250,000 NHPP/Toll Credit Match).

**2b. PA17-38: Holme Avenue over Wooden Bridge Run, (MPMS #107508),  
City of Philadelphia**

PennDOT has requested that DVRPC amend the FY2017 – 2020 TIP for Pennsylvania by adding a new \$20,000 (STP/Toll Credit Match) FY17 FD phase to the Holme Avenue over Wooden Bridge Run project, MPMS #107508, in order to federalize the project.

Environmental coordination for this project has been advanced under federal programmatic agreements, which requires federal funds to be added to the project at this time in order to meet an accelerated let schedule. This project was originally funded with county maintenance funds, but due to issues encountered during the Section 106 environmental review process, federal funds are now required. The project is on schedule to let in June 2017. The \$3,000,000 CON phase will be funded using county maintenance funds.

The Holme Avenue Bridge is a single span, closed spandrel concrete arch bridge that carries a four lane road and a striped median with flanking sidewalks over Wooden Bridge Run in Pennypack Park, Philadelphia. Construction on the bridge was completed in 1921. Reinforced concrete sidewalks were replaced in 2016 with the replacement of an adjacent bridge. The rehabilitation of the Holme Avenue Bridge will include sealing cracks; concrete repairs to arches, arch rings, spandrel walls, substructure units, and pylons as needed; select concrete repairs to retain integrity of the railing system; conserving bridge plaques; tree and vegetation removal; debris removal from the stream channel; rebuilding the drainage headwalls; and removal of concrete foundations in the stream channel.

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 by the Regional Technical Committee.

The Board adopted the following **motion**:

**MOTION** by Mr. Ritzman, seconded by Mr. Cappelli, with an abstention from Ms. Burritt, that the Board approve the following TIP action:

PA17-38, PennDOT's request that DVRPC amend the FY2017 – 2020 TIP for Pennsylvania by adding a new \$20,000 (STP/Toll Credit Match) FY17 FD phase to the Holme Avenue over Wooden Bridge Run project, MPMS #107508, in order to federalize the project.

**2c. PA17-39: River Road at Golden Pheasant over Delaware Canal, (MPMS #86244), Bucks County**

PennDOT has requested that DVRPC amend the FY2017 – 2020 TIP for Pennsylvania by adding a new \$6,480,000 bridge project, River Road at Golden Pheasant over Delaware Canal, MPMS #86244 to the TIP for PE (\$680,000 STP/\$170,000 State 185) in FY18; FD (\$570,000 State 185) in FY19; UTL (\$110,000 State 185) in FY 19; ROW (\$98,000 State 185) in FY19, (\$118,000 State 185) in FY20, and (\$34,000 State 185) in FY21; and CON (\$4,700,000 State 185) in FY25.

This project will provide for the rehabilitation or replacement of the River Road Bridge over the Delaware Canal in Tinicum Township, Bucks County, a Decade of Investment bridge (DOI #2067). The River Road Bridge is structurally deficient and based on the most recent inspection in November 2016 its condition continues to deteriorate. As a result of this inspection, the bridge's posted weight was lowered to 15 tons and repairs were made to abutments and guide rail barrier. PennDOT is requesting to add funds to the 2017 TIP for the pre-construction phases of this project, with the construction phase scheduled in later fiscal years of the TIP.

During the PE phase, environmental analysis will determine whether rehabilitation or replacement of the structure would be appropriate. The Delaware Canal is a National Historic Landmark and the bridge crossing is located adjacent to the Golden Pheasant Inn, a potentially eligible historic resource. PennDOT would like to begin preliminary design and environmental evaluations as soon as possible in order to determine the best course of action to deal with the existing roadway alignment and realignment options, major bridge rehabilitation versus bridge replacement, the Delaware Canal (National Historic Landmark), possible historic Golden Pheasant Inn, public input, and municipal coordination.

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 by the Regional Technical Committee.

A public comment was received from Ed Rogers of Mercer County on behalf of the Delaware Riverkeeper Network. The Riverkeeper Network requested that the bridge which would be affected in this TIP action be repaired and not replaced so as to preserve the historic nature of the bridge. A response from DVRPC, PennDOT, and Bucks County followed.

The Board adopted the following **motion**:

**MOTION** by Ms. Bush, seconded by Mr. McBlain, with an abstention from Ms. Burritt, that the Board approve the following TIP action:

PA17-39, PennDOT's request that DVRPC amend the FY2017 – 2020 TIP for Pennsylvania by adding a new \$6,480,000 bridge project, River Road at Golden Pheasant over Delaware Canal, MPMS #86244 to the TIP for PE (\$680,000 STP/\$170,000 State 185) in FY18; FD (\$570,000 State 185) in FY19; UTL (\$110,000 State 185) in FY 19; ROW (\$98,000 State 185) in FY19, (\$118,000 State 185) in FY20, and (\$34,000 State 185) in FY21; and CON (\$4,700,000 State 185) in FY25.

**2d. NJ16-126: CR 555 (Main Road), Cumberland County Line to Route 40 (Harding Highway), (DB #D1711), Gloucester County**

Gloucester County has requested that DVRPC amend the FY2016 - 2019 TIP for New Jersey by adding a new \$2,500,000 STP-STU funded project, CR 555 (Main Road), Cumberland County Line to Route 40 (Harding Highway), DB #D1711, to the TIP for FY17 construction. These are additional funds to the region as NJDOT will provide the DVRPC region additional obligation authority for this FY17.

DVRPC requested from member counties and cities for construction-ready projects that can realistically submit their final Plans, Specifications, and Estimates (PS&E) package by July 1, 2017. The county submitted this project application for consideration. Upon DVRPC and NJDOT Local Aid review, it was selected for project readiness. If this project misses the deadline for FY17 authorization, DVRPC will not carry the project over to the following year in the TIP.

This project will extend the limits of an existing local TIP project (DB #D1704) along CR 555 (Main Road) from US 40 (Harding Highway) to the Cumberland County line in Franklin Township. Similar to DB #D1704, milling and resurfacing will be conducted to address cross slope issues that currently cause drainage and driver control problems. Various roadway improvements will also occur, such as narrowing the lane via restriping, adding wide edge lines to better delineate the travel lane, and installing new

raised pavement markers on the centerline of the newly paved roadway and curves. Also, a new intersection control beacon (flasher) will be installed at the Forest Grove Road/Main Road intersection, and two existing flashing beacons will be upgraded.

Financial constraint will be maintained as NJDOT will provide DVRPC additional obligation authority.

Favorable recommendation was received from the Regional Technical Committee.

**2e. NJ16-127: Berlin Road (CR 702), Linden Avenue to Gibbsboro Road, (DB #D1712), Camden County (Lindenwold Borough)**

Lindenwold Borough of Camden County has requested that DVRPC amend the FY2016 - 2019 TIP for New Jersey by adding a new \$471,000 TAPR funded project, Berlin Road (CR 702), Linden Avenue to Gibbsboro Road, DB #D1712, to the TIP for FY17 construction. These are additional funds to the region as NJDOT will provide the DVRPC region additional obligation authority for this FY17.

DVRPC requested from member counties and cities for construction-ready projects that can realistically submit their final Plans, Specifications, and Estimates (PS&E) package by July 1, 2017. The Borough submitted this project application for consideration. Upon DVRPC and NJDOT Local Aid review, plus county support, it was selected for project readiness. If this project misses the deadline for FY17 authorization, DVRPC will not carry the project over to the following year in the TIP.

This project will complete the remaining unfinished section of a previous TIP project (DB #D1009) along Berlin Road from Linden Avenue to Gibbsboro Road with various streetscape improvements that the Borough lacked sufficient funds to construct. Improvements will include pedestrian sidewalks, ADA curb ramps, lighting, landscaping, and striping. The section from White Horse Road (CR 673) to Linden Avenue was completed under DB #D1009, which has been well received by the community. Improvements will benefit residents and visitors, including users of the nearby PATCO station and NJ TRANSIT bus routes.

Financial constraint will be maintained as NJDOT will provide DVRPC additional obligation authority.

Favorable recommendation was received from the Regional Technical Committee.

Public comments were received from Wendy Walters of Camden County, and Tom McAleer of Camden County requesting that project managers consider bike path improvements as part of this project. A response from DVRPC, Camden County, and the Borough of Lindenwold followed.

**2f. NJ16-128: Arney's Mount Trail, Phase 1, (DB #D1713), Burlington County**

Burlington County has requested that DVRPC amend the FY2016 - 2019 TIP for New Jersey by adding a new \$3,000,000 TAPR funded project, Arney's Mount Trail, Phase 1, DB #D1713, to the TIP for FY17 construction. These are additional funds to the region as NJDOT will provide the DVRPC region additional obligation authority for this FY17.

DVRPC requested from member counties and cities for construction-ready projects that can realistically submit their final Plans, Specifications, and Estimates (PS&E) package by July 1, 2017. The county submitted this project application for consideration. Upon DVRPC and NJDOT Local Aid review, it was selected for project readiness. If this project misses the deadline for FY17 authorization, DVRPC will not carry the project over to the following year in the TIP.

This project will construct a portion of Arney's Mount Trail that will ultimately link Burlington County's Rancocas Creek Greenway and Kinkora Trail facilities through portions of Springfield and Pemberton Townships. The Phase I project will be FHWA and AASHTO compliant off-road, multi-use trail on County owned property including up and around Arney's Mount, the highest point in Burlington County. All trail facilities will be ADA compliant including trailhead parking area, site furnishings, asphalt and stabilized aggregate trail surfacing, signage, intersection improvement and road widening (Tower Drive). This trail is part of the envisioned 750-mile regional multi-use trail network, The Circuit.

Financial constraint will be maintained as NJDOT will provide DVRPC additional obligation authority.

Favorable recommendation was received from the Regional Technical Committee.

Public comments were received from William Horan of Burlington County and Dana Dobson of Camden County in support of this project.

**MOTION** by Ms. Morton, seconded by Ms. Ziegler, that the Board approve the following TIP actions:

NJ16-126, Gloucester County's request that DVRPC amend the FY2016 - 2019 TIP for New Jersey by adding a new \$2,500,000 STP-STU funded project, CR 555 (Main Road), Cumberland County Line to Route 40 (Harding Highway), DB #D1711, to the TIP for FY17 construction.

NJ16-127, Lindenwold Borough's request that DVRPC amend the FY2016 - 2019 TIP for New Jersey by adding a new \$471,000 TAPR funded project, Berlin Road (CR 702), Linden Avenue to Gibbsboro Road, DB #D1712, to the TIP for FY17 construction.



NJ16-128, Burlington County's request that DVRPC amend the FY2016 - 2019 TIP for New Jersey by adding a new \$3,000,000 TAPR funded project, Arney's Mount Trail, Phase 1, DB #D1713, to the TIP for FY17 construction.

**3. DVRPC FY 2018 Work Program Amendment: 30<sup>th</sup> Street Station Area Traffic Forecasts**

Matt Gates, DVRPC Manager, Office of Modeling and Analysis, explained that PennDOT and their consultants are conducting a feasibility study of relocating the I-76 Eastbound off-ramp to 30<sup>th</sup> Street Station/Arch Street. The proposed off-ramp will be relocated approximately 150 feet east of its current terminus, a new intercity bus station will be constructed at its current location and the traffic circulation around 30<sup>th</sup> Street Station will be changed from one-way to two-way operations. DVRPC will prepare traffic forecasts to support the feasibility study.

Cost and Source of Funds:

\$67,100 in funds from Pennsylvania TIP MPMS #78757.

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following **motion**:

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

The DVRPC FY 2018 Work Program to include *30<sup>th</sup> Street Station Area Traffic Forecasts*.

**4. Federal Functional Classification Changes, Chester and Montgomery Counties**

Matt Gates, DVRPC Manager, Office of Modeling and Analysis, explained that two technical edits will remove facilities from the Federal Functional Classification System. Phase I of the French Creek Parkway in Phoenixville Borough was added to the system in anticipation of its construction, but is no longer an active project. Also, Evans Road in Montgomery Township is no longer a township maintained road and is closed to through traffic.

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following **motion**:

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

The Federal Functional Classification changes in Chester and Montgomery counties.

**5. Funding Adjustment to Transportation Management Association (TMA) and MAP Contractor FY18 Work Programs**

Stacy Bartels, DVRPC Manager, Office of Marketing and Commuter Services, explained that the Pennsylvania TMA Policy Committee (TMA PC) re-examined the funding provided through the Mobility Alternatives Program (MAP) and TMA Assistance Grants, given that they have not increased in 20 and 10 years, respectively. After meeting with each TMA, DVRPC staff reported back to the TMA PC that funding constraints prevented the TMAs from conducting more programming, proactive business development, implementation of travel demand management (TDM) strategies, TDM advocacy during the development process, being at the table, additional employer outreach, additional services to more municipalities, more communication, and having a more visible presence in the community.

The PA TMA PC plans to take a deep look into the work of the TMAs, how performance should be measured, and how a formula for funding with incentives could take the place of the flat rates currently provided to each TMA. This will take place over the next five months, with recommendations for future funding tied to performance measures and tasks ready in time for the development of the TMAs' next two year work program development, which begins in the fall, gets adopted by the DVRPC Board in March, and becomes effective July 1, 2018.

To recognize the lack of funding changes over such a long time, and the more immediate need, the TMA PC came up with a one-year interim solution for funding adjustments for the time period 7/1/-17 – 6/30/18 only. Each TMA or MAP contractor would be offered up to the following funding adjustment, relative to their ability to provide the 20% match:

<b>TMA/MAP Contractor</b>	<b>Funding Adjustment</b>	<b>Required Match</b>
Bucks County TMA	\$26,000	\$6,500
Delaware County TMA	\$26,000	\$6,500
GVFTMA	\$26,000	\$6,500
Partnership TMA	\$26,000	\$6,500
TMACC	\$26,000	\$6,500
Central Phila TMA	\$11,500	\$2,875
SEPTA	\$12,000	\$3,000
Clean Air Council	<u>\$16,500</u>	<u>\$4,125</u>
<b>Total</b>	<b>\$170,000</b>	<b>\$42,500</b>

Each TMA/MAP contractor has submitted a revised FY18 Work Program indicating how the funding adjustments as shown above will be applied, and all revisions have been reviewed and are deemed CMAQ eligible.

Cost and Source of Funds:

The funding adjustment for all TMAs and MAP contractors is from the CMAQ Reserve Line Item (MPMS #84318) of the FY2017 TIP for Pennsylvania and totals \$170,000 (CMAQ). The match (\$42,500) is local funding and/or in-kind services from the TMAs and MAP contractors.

Executive Director Barry Seymour noted that if the TMA Policy Committee recommends further adjustments then this could come back to the Board for further review.

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following **motion**:

**MOTION** by Mr. Ritzman, seconded by Ms. Ralston that the Board approve:

The TMA Policy Committee's one-year interim solution for funding adjustments for the time period 7/1/17 – 6/30/18; and to modify the Pennsylvania TIP (TIP Action PA17-41) by increasing the Mobility Alternatives Program (MAP)/Share a Ride (SAR) program – MPMS #17900 by \$35,625 (\$28,500 CMAQ/\$7,125 Local) and increasing the Transportation Management Associations (TMA) – MPMS #48199 by \$176,875 (\$141,500 CMAQ/\$35,375 Local) in FY17

**INFORMATION ITEM**

**6. Nominating Committee Report: Proposed Candidates for Fiscal Year 2018 DVRPC Board Officers**

DVRPC Executive Director Barry Seymour announced that the nominating committee has nominated candidates for Fiscal Year 2018 (July 1, 2017 through June 30, 2018) DVRPC Board Officers. Nominations were also available to be taken from the floor. Elections will take place at the regular June Board Meeting. The recommended candidates are as follows:

Chair, Richard Hammer/David Kuhn, NJDOT  
Vice Chair, Mark Squilla/Michael Carroll, City of Philadelphia  
Treasurer, Gina Burritt, Pennsylvania Governor's Appointee  
Secretary, Theresa Ziegler/Heather Simmons, Gloucester County

No nominations were received from the floor. Theresa Ziegler or Heather Simmons would also represent the New Jersey counties on the Executive Committee, however, a representative is still needed to represent the Pennsylvania counties on the Executive Committee.

## **PRESENTATION ITEM**

### **PRESENTATION**

#### **7. Philadelphia Delivery Handbook**

Michael Ruane, DVRPC Senior Transportation Planner, Office of Freight and Aviation, explained that driven by e-commerce and consumer patterns, growth in freight deliveries in downtowns is a growing topic of concern. This handbook lays the groundwork for fostering a delivery-friendly city, one where deliveries are executed in ways that are equally as conducive and sensitive to business interests as they are to individual communities. Executive Director Barry Seymour noted that though this report was done for the Philadelphia area the issues are similar for all areas and the report could be a benefit to the region as a whole.

#### **8. Networking Transportation**

Brett Fusco, DVRPC Assistant Manager, Long-Range Planning, explained that *Connections 2045* sets a vision to use digital technologies and innovation to seamlessly network regional transportation. Doing so will provide more options in how to get around, reduce transportation costs, and more efficiently move people and goods with existing infrastructure. This report identifies key digital transportation technologies, emerging private service transportation providers, four scenarios investigating the future of shared mobility, and outlines infrastructure, institutional, and regulatory recommendations to achieve the vision. Valerie Arkoosh, Montgomery County, asked whether Mr. Fusco foresees cyber security being handled by the public or private sector. Mr. Fusco responded that cyber security will likely be provided from both sectors but time will tell in terms of how things change.

## **DISCUSSION ITEMS**

#### **9. One Minute Reports**

Barbara Holcomb, DRPA, reported that about two years ago the DRPA Board decided to take on the project of reconfiguring the New Jersey exit and entrance to the Ben Franklin Bridge for bicyclists and pedestrians. Though DRPA was able to secure funding for this, the project had to get approval from the State Historic Preservation Office. Three weeks ago that approval was given and no adverse impact to the bridge was found. The project can now move forward with assistance from the William Penn Foundation and TAP funding.

Liz Smith, SEPTA, reported that SEPTA is moving forward with SEPTA Key and SEPTA will no longer be selling monthly, weekly, or one day transit passes as of June 1 in an effort to get people using SETPA Key.

Calvin Edghill, FHWA NJ, thanked DVRPC for the two presentations today and noted that he recently participated in NJTPA's Transportation Symposium and spoke about the interrelatedness of the transportation system, the transportation professional, and the marketplace.

Dan Walston, FHWA PA, reported that on May 12 a notice was sent out about the repeal of the MPO Coordination Rules and as a result the May 2016 Final Planning Rules are being used. On May 20 the PM3 Performance Measures for the National Highway Performance Program, for Freight, CMAQ, and for Pavement and Bridges for PM2 are in effect now.

James Ritzman, PennDOT, reported that the Transportation Alternatives Program advertisements will be out in mid-June. Between July and September applications will be accepted and the amount available will be roughly \$55 million.

Valerie Arkoosh, Montgomery County, reported that the Commissioners formally affirmed the county's commitment to build critical portions of the Circuit Trail by 2025 and affirmed their commitment to the Circuit in general.

Diane Ellis-Marseglia, Bucks County, reported that Lynn Bush, Bucks County Planning Commission Director will be retiring on June 9.

Michelle Kichline, Chester County, reported that the Commissioners formally affirmed the county's commitment to the Circuit trails. The Landscapes 3 public survey was just released and in just over two weeks the county has received over 3,000 responses. The county is hosting a Commercial Landscapes symposium on June 7 and issues such as reuse of commercial properties will be discussed.

Michael Carroll, City of Philadelphia, reported that Indego, the City's bike share program, just celebrated its second year. Indego will be adding 12 new stations and a new corporate pass will be available as well. There is an app available which will allow riders to earn free trips and other benefits. The City is receiving a \$930,000 grant for further expansion and improvements of the Indego system. This will allow the City to put Indego in locations it might not normally go and will be able to serve lower income areas. The Vision Zero Action Plan is on the City's website and there is still time for public comments to be submitted.

Mark Remsa, Burlington County, reported that back in 1995 the Burlington County Board of Chosen Freeholders authorized a regional planning initiative, the Route 130 Delaware River Corridor Strategic Plan. DVRPC helped the county with the transportation circulation elements of that plan. The Commissioners just authorized an update to that plan which is now called the River Route, expanded it all the way from the Camden County Border to the Mercer County border, and included four additional municipalities. Strategic planning and transportation circulation ideas for the Florence and Burlington areas, which have undergone major development, are underway. This new work is supported by a DVRPC TCDI grant.

Theresa Ziegler, Gloucester County, reported that the Pureland east/west shuttle is celebrating its second year. With over 3,000 riders per month, the shuttle will be offering free rides from June 5 to June 9.

Patrick Patterson, PA DEP, reported that last Monday Patrick McDonald was confirmed as the Secretary of the Department. The environmental justice department has been conducting listening sessions across the state and this afternoon the department will be holding a session at the Waterworks in Philadelphia.

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

### **a. DVRPC Non-Profit Subsidiaries**

Mr. Seymour reported that he has talked to several Board members regarding the possible creation of a DVRPC non-profit subsidiary and that he hopes to bring this idea back to the Board next month so that DVRPC can start working on the next steps for creation.

### **b. Roosevelt Boulevard lawsuit**

Mr. Seymour called the Board's attention to the fact that DVRPC has been named as one of 10 defendants in an accident that occurred on Roosevelt Boulevard in 2013.

### **c. Draft TIP, Plan and Conformity status**

Mr. Seymour noted that at the June Board meeting DVRPC hopes to begin the public release of the draft of the Plan, TIP, and Conformity Finding. Adoption of the final versions are expected to take place at the September Board meeting.

### **d. Board Retreat 2017**

Mr. Seymour reported that on September 28 DVRPC will hold a full day Board Retreat in Camden, New Jersey. Mayor Redd will be hosting and the day will include a tour of the exciting development taking place in the City of Camden.

### **e. GVF Award**

Mr. Seymour noted that the Greater Valley Forge TMA has chosen DVRPC as the recipient of the Public Sector Leadership award.

### **f. Regional Livable Communities Forum**

Mr. Seymour called the Board's attention to the fact that he recently participated in a Regional Livable Communities Forum. Many regional agencies around the country have something similar to our TCDI program which was great to see

considering when DVRPC started the program we were only one of three to have that program.

g. NYMTC Peer Review

Mr. Seymour reported that he recently attended New York Transportation Council's full day panel of questions and answers.

h. Classic Towns Trolley Tour

Mr. Seymour noted that a Classic Towns trolley tour was just held on May 19, centered on Cheltenham Township and Germantown. Mr. Seymour also noted that West Chester was awarded the Great American Main Street Award

i. VW Settlement

Mr. Seymour called the Board's attention to the fact that the PADEP has just released the draft mitigation plan for the VW Settlement.

j. PA House Bill 1187

Mr. Seymour reported that PA House Bill 1187 which will be a pilot program to allow speed enforcement cameras on Roosevelt Boulevard has just passed the House Transportation Committee.

k. Upcoming Committee or Task Force meetings

Mr. Seymour noted that there is an IREG meeting on June 7, an Aviation Committee meeting at the New Garden Airport on June 17, a Waterfront Development in a Changing Climate Forum on June 20, and a Regional Community and Economic Development Forum on June 27.

l. New Releases

Mr. Seymour called the Board's attention to some new DVRPC releases including: The Philadelphia Delivery Handbook, Networking Transportation, The Philadelphia Zoo Rail Study, and the FY18 Planning Work Program.

## **11. Committee Reports**

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

- (1) Regional Technical Committee
- (2) Regional Safety Task Force
- (3) 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 11:36 a.m. on a **MOTION** by Mr. Ritzman, seconded by Ms. Morton.

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I certify that this is a true and correct copy.

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Renee Wise, Recording Secretary