

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

BOARD COMMITTEE

Minutes of Meeting of April 26, 2018

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

Membership Present

Representative

New Jersey Department of Community Affairs	Sean Thompson
New Jersey Department of Transportation	Gary Brune
New Jersey Governor's Appointee	Adam Sternbach
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
	Evan Stone
Chester County	Brian O'Leary
Delaware County	Kevin Madden
	Linda Hill
Montgomery County	Valerie Arkoosh
	Jody Holton
Burlington County	Mark Remsa
Camden County	Andrew Levecchia
Gloucester County	(not represented)
Mercer County	Leslie Floyd
City of Chester	Peter Rykard
City of Philadelphia	Mark Squilla
	Christopher Puchalsky
City of Camden	Ed Williams
	June Morton
City of Trenton	(not represented)
<u>Non-Voting Members</u>	
Federal Highway Administration	
New Jersey Division	(not represented)
Pennsylvania Division	(not represented)
U.S. Department of Housing and Urban Development, Region III	(not represented)
U.S. Environmental Protection Agency, Region II	(not represented)
U.S. Environmental Protection Agency, Region III	(not represented)
Federal Transit Administration, Region III	(not represented)
Southeastern Pennsylvania Transportation Authority	Liz Smith

New Jersey Transit Corporation	Lou Millan
New Jersey Department of Environmental Protection	(not represented)
Pennsylvania Department of Environmental Protection	(not represented)
Delaware River Port Authority	Barbara Holcomb
Port Authority Transit Corporation	Rohan Hepkins
New Jersey Office of Planning Advocacy	Colleen McGurk
Pennsylvania Department of Community and Economic Development	(not represented)
<u>DVRPC Co-Counsel</u>	
Pennsylvania Co-Counsel (Phone)	Andy Bockis
New Jersey Co-Counsel	Tom Coleman
<u>DVRPC Staff</u>	
Barry Seymour, John Ward, Patty Elkis, Alison Hastings, Elizabeth Schoonmaker, Karin Morris, Mike Boyer, Greg Krykewycz, Will Stevens, Jesse Buerk, Rick Murphy, Kwan Hui, Sonia Lee, Shoshana Akins, Karen Cilurso, Katrina Lawrence, Sean Greene, Elise Turner, Paul Smith, Shawn Megill- Legendre, Natalie Cramer, Christina Arlt, Derek Lombardi, Ben Gruswitz, Al Beatty, Chris Pollard, Van Doan, Andrew Svekla, Karen Whitaker, and Renee Wise.	
<u>Guests</u>	
Wawa Welcome America	Jeff Guaracino
PennDOT 6-0	Jonathan Korus
PCPC	Eleanor Sharpe
CHPlanning	Chanelle Hicks
Citizen	Bridget Chadwick
Residents for Regional Traffic Solutions	Sue Herman
Citizen	Claudia Crane

Call to Order - Chair's Comments

Alternate Chair Gary Brune called the meeting to order at 10:06 a.m. Mr. Brune asked if there was any press in the room.

Public Comments on Agenda and Non-Agenda Items

Mr. Seymour noted that a public comment on a non-agenda item was received from Paul Glover of Philadelphia recommending against any new road capacity, such as County Line Road Widening SR:2038 and Bristol Road Extension SR:2025 (which includes a bridge across wetlands). Facilitating automobile travel merely aggravates dependence on this mode, which must decrease in order to repair the environment and prevent additional wars for oil. A response from DVRPC followed noting that the projects referenced are not a part of an action item for this month's board meeting. However, the projects referenced are included in the current FY2017 TIP for Pennsylvania. A Draft FY2019 TIP will be released for public comment in May. We encourage you to review the Draft FY2019 TIP during the public comment period. An additional public comment on a non-agenda item was received from Bridget Chadwick

of Montgomery County stating that DVRPC's long range plan (LRP) Connections 2045 established "a goal of reducing 2005 greenhouse gas (GHG) emissions by 80 percent by the year 2050". Interim goals, such as the 50 percent reduction by 2035 of the 2040 LRP, are not discussed. Ms. Chadwick asked Board members and staff to consider establishing short-range targets and including them in the front pages of the Transportation Improvement Program along with a summary of transportation GHG trends. DVRPC responded that the region's reduction in GHG emissions from the transportation sector were approximately the same in 2005, 2010, and 2015. Almost all of the transportation in our region is fueled by gasoline or diesel fuel. The passenger trains, including SEPTA, AMTRAK, and PATCO, are all electric within the region, but well under 1 percent of the passenger vehicles are. Vehicle fuel economy standards are set by the Federal government. Reducing GHG emissions in the transportation sector is inherently more difficult than reducing GHG emissions in some other sectors, such as buildings and electricity generation. The performance of our region in this area is similar to other regions, and other parts of the world. DVRPC's long-range plan and work program are centered around efforts expected to lower private vehicle miles travel, including efforts to reduce sprawl through center-based development and support for transit projects. DVRPC is also working to improve freight delivery systems. DVRPC's Office of Energy and Climate Change Initiatives is active in several projects to prepare our region for electric vehicles. These include the Drive Electric Pennsylvania Coalition, the City of Philadelphia Electric Vehicle Task Force, and a project funded by the National Center for Sustainable Transportation to develop tools to better understand and prepare for our region's transition to electric vehicles. DVRPC hopes these projects will serve to encourage and accelerate the transition to electric vehicles, which emit -- on a lifecycle basis -- much lower GHG emissions than do internal combustion gasoline or diesel vehicles.

DVRPC Executive Director Barry Seymour noted that these comments are included in the Board packets.

ACTION ITEMS

1. Minutes of Meeting of March 22, 2018

The Board adopted the following **motion**:

MOTION by Mr. O'Leary, seconded by Mr. Puchalsky, to approve the minutes of March 22, 2018 with corrections.

2. Transportation Improvement Program (TIP Actions)

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

a. **PA17-82: Approval of Automated Red-Light Enforcement (ARLE) Round 7 (2017 Funding) Projects, (Various MPMS #s), Various Counties**

PennDOT has requested that DVRPC approve the list of projects selected as part of PennDOT's Automated Red-Light Enforcement (ARLE) Program Round 7 and amend the FY2017 – 2020 TIP for Pennsylvania by adding the projects to the PA TIP in FY18. The DVRPC region was awarded a total of \$9,086,000 of State Appropriation 244 funding for 22 projects. \$5,700,000 is for projects in the City of Philadelphia; \$545,000 is for projects in Bucks County; \$990,000 is for projects in Chester County; \$843,000 is for projects in Delaware County; and \$1,008,000 is for projects in Montgomery County. These are additional funds to the region.

The Automated Red Light Enforcement (ARLE) program targets high crash intersections within the Commonwealth of Pennsylvania with the implementation of an automated system that records violations by drivers who run red lights and are fined for their violation. The Pennsylvania Department of Transportation distributes the funds via a grant program specifically designated for transportation safety improvements. Municipalities may apply for these grant moneys to pay for eligible roadway-enhancement, safety, and congestion projects.

Round 7 of ARLE awarded a total of \$11.5 million statewide for 41 projects. Municipalities submitted 143 applications totaling over \$34 million in requests. Projects were scored by PennDOT using criteria that included project benefits and effectiveness, cost, local and regional impact, and cost sharing.

The DVRPC Region was awarded a total of \$9,086,000 to advance the following 22 projects:

Bucks County

- **Bristol Township Traffic Signal Upgrade** (MPMS #110918) - \$257,000 to upgrade the traffic signal at the intersection of Route 2051 (South Oxford Valley Road) and Queen Anne Drive by improving traffic signal supports, installing LED modules, improving pedestrian facilities, and upgrading controller and detection systems.
- **Doylestown Township Pedestrian Improvements** (MPMS #110919) - \$171,000 to improve pedestrian facilities at the intersections of Route 1001 (Easton Road) and Turk Road, and Route 3003 (Lower State Road) and Wells Road.
- **Dublin Borough Pedestrian Signal Upgrades** (MPMS #110920) - \$117,000 to upgrade two traffic signals at the Route 313/Route 4003 (Maple Avenue)/Route 4003 (Elephant Road), and Route 0313 (Main Street) and Dublin Village Plaza Drive by installing LED pedestrian signals and push buttons with confirmation latching LED and tone.

Chester County

- **East Brandywine Township Traffic Signal Upgrade** (MPMS #110922) - \$39,000 to upgrade the traffic signal at the intersection of Horseshoe Pike and

the Brandywine Village Shopping Center by installing LED modules, improving signs, and installing emergency pre-emption.

- **Kennett Township Unionville Road Corridor Improvement Project** (MPMS #110923) - \$693,000 to realign and upgrade the traffic signal at the intersection of Cedarcroft Road and Unionville Road. In addition, a traffic study will be completed at the intersection of Unionville Road and the US 1 southbound ramp to identify and implement the most appropriate solution.
- **West Whiteland Township Pedestrian Safety Improvement** (MPMS #110921) - \$258,000 to improve pedestrian safety at the intersection of PA 100 (Pottstown Pike) and Commerce Drive by installing new ADA curb ramps and signal supports, and establishing larger channelization islands.

Delaware County

- **City of Chester Traffic Signal Upgrade** (MPMS #110924) - \$119,000 to improve safety by upgrading the traffic signal at the intersection of Route 3035 and Township Line Road by installing new traffic signal poles, LED modules, pedestrian signals, and signs.
- **Concord Township Pedestrian Improvements** (MPMS #110925) - \$117,000 to improve safety at the intersection of US 1 (Baltimore Pike) and State Farm Drive/Applied Bank Boulevard by improving the pedestrian crossing, installing a channelization island, upgrade ADA ramps, extend existing sidewalk, placement of push buttons, and relocating guiderail.
- **Haverford Township Pedestrian Safety Improvement** (MPMS #110926) - \$75,000 to improve pedestrian safety by installing a mid-block pedestrian warning system near the intersection of Route 2005 (Darby Road) and Fairfield Road.
- **Ridley Township Intersection Improvement** (MPMS #110927) - \$250,000 to upgrade the intersection of MacDade Boulevard and Bullens Lane by installing a new left turn lane, upgrading traffic signal equipment, and improving ADA-compliant curb ramps.
- **Springfield Township Traffic Signal Improvements** (MPMS #110928) - \$282,000 to upgrade the traffic signal at the intersection of Sproul Road and Woodland Avenue/Beatty Road by modernizing traffic signal equipment and installing ADA-compliant ramps, pedestrian signal modules, push buttons, and visibility crosswalks.

Montgomery County

- **Abington Township Traffic Signal Upgrade** (MPMS #110929) - \$179,000 to upgrade the traffic signal at the intersection of Susquehanna Road and Edge Hill Road by installing new traffic signal structures, signal and pedestrian indications, and upgrading the vehicle detection system.
- **Towamencin Township Pedestrian Safety Improvements** (MPMS #110930) - \$84,000 to improve pedestrian safety throughout the township by upgrading 13 traffic signals by updating pedestrian signals and push buttons. The project also includes installation of emergency pre-emption at one intersection and removal of a traffic signal.

- **West Norriton Township Traffic Signal Upgrade** (MPMS #110931) - \$196,000 to upgrade the traffic signal at the intersection of Route 3006 (Whitehall Road) and Sterigere Street by installing new ADA curb ramps, pedestrian signal modules, battery back-up system, and emergency preemption system; updating the controller cabinet; and upgrading the vehicle detection system.
- **West Norriton Township Intersection and Signal Upgrade** (MPMS #110932) - \$417,000 to upgrade the traffic signal and improve the geometric layout of the intersection of Route 3006 (Whitehall Road) and Route 3019 (Marshall Street), including installing a new traffic signal and increasing the radii on the corners of the intersection.
- **Whitpain Township Traffic Signal Upgrades** (MPMS #110933) - \$132,000 to upgrade the traffic signals at the intersection of Route 3001 (Norristown Road) and Route 3003 (Stenton Avenue)/Narcissa Road by improving pedestrian facilities, adding battery back-up, and upgrading vehicle detection systems.

City of Philadelphia

- **Philadelphia Citywide Traffic Calming** (MPMS #110934) - \$1,200,000 to establish a citywide program to implement traffic calming strategies at various locations. Solutions will be determined based on the most current crash data, intersection/roadway geometry, and degree of pedestrian activity.
- **Philadelphia Neighborhood Slow Zones** (MPMS #110935) - \$1,000,000 to establish a citywide program to implement low cost strategies to support Philadelphia's Vision Zero initiative, including the Neighborhood Slow Zone Program to implement designs that will slow driver speeds and encourage safer driving behaviors.
- **20th St/Penrose Ave/Moyamensing Ave/Packer Ave Intersection Improvement** (MPMS #110936) - \$1,500,000 to realign and upgrade the geometry at the intersection of 20th Street/Penrose Avenue/Moyamensing Avenue and Packer Avenue.
- **Philadelphia Citywide Fiber Optic Expansion** (MPMS #110937) - \$1,000,000 to establish a citywide program to connect various arterial corridor traffic signals back to the City's Traffic Management Center using fiber optic cable communications.
- **Philadelphia Citywide Pedestrian and Bicyclist Connections** (MPMS #110938) - \$500,000 to establish a citywide program intended to select up to three locations to connect pedestrians and bicyclists between residential neighborhoods, parks, and employment centers.
- **Roosevelt Boulevard Bus Station Pedestrian Safety Improvements** (MPMS #110939) - \$500,000 to improve the following five signalized intersections by improving vehicle and pedestrian safety at transit stops: Pratt Street and Roosevelt Boulevard; Langdon Street and Roosevelt Boulevard; Rising Sun Avenue and Roosevelt Boulevard; 5th Street and Roosevelt Boulevard; and Broad Street and Roosevelt Boulevard.

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

A public comment was received from Leonard Fritz of Gloucester County stating that these improvements are all very much needed. He noted one major concern, and that is whether or not these projects have been coordinated with the local municipalities and counties to ensure that any input has been incorporated and whether they each have knowledge of other projects (road programs or developments) that may affect the proposed improvements and/or conflict with already approved projects outside of PennDOT. A response from the DVRPC Office of Capital Programs and PennDOT followed noting that this program is a competitive funding program for municipalities and counties. Within the program guidance, PennDOT encourages collaboration at the local level. During the application process, PennDOT requires the applicant to identify the level of coordination completed with the municipality. The aim of the funding program is to identify projects at the local level. Another public comment was received from John Boyle of the Bicycle Coalition of Greater Philadelphia in support of pedestrian and bicycle improvements proposed for the ARLE Round 7 Projects.

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following **motion**:

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

PA17-82, PennDOT's request that DVRPC approve the list of projects selected as part of PennDOT's Automated Red-Light Enforcement (ARLE) Program Round 7 and amend the FY2017 – 2020 TIP for Pennsylvania by adding the projects to the PA TIP in FY18. The DVRPC region was awarded a total of \$9,086,000 of State Appropriation 244 funding for 22 projects.

Bucks County:

- 1) Bristol Township Traffic Signal Upgrade (MPMS #110918) - \$257,000 State 244 in FY18.
- 2) Doylestown Township Pedestrian Improvements (MPMS #110919) - \$171,000 State 244 in FY18.
- 3) Dublin Borough Pedestrian Signal Upgrades (MPMS #110920) - \$117,000 State 244 in FY18.

Chester County:

- 4) East Brandywine Township Traffic Signal Upgrade (MPMS #110922) - \$39,000 State 244 in FY18.
- 5) Kennett Township Unionville Road Corridor Improvement Project (MPMS #110923) - \$693,000 State 244 in FY18.
- 6) West Whiteland Township Pedestrian Safety Improvement (MPMS #110921) - \$258,000 State 244 in FY18.

Delaware County:

- 7) City of Chester Traffic Signal Upgrade (MPMS #110924) - \$119,000 State 244 in FY18.
- 8) Concord Township Pedestrian Improvements (MPMS #110925) - \$117,000 State 244 in FY18.
- 9) Haverford Township Pedestrian Safety Improvement (MPMS #110926) - \$75,000 State 244 in FY18.
- 10) Ridley Township Intersection Improvement (MPMS #110927) - \$250,000 State 244 in FY18.
- 11) Springfield Township Traffic Signal Improvements (MPMS #110928) - \$282,000 State 244 in FY18.

Montgomery County:

- 12) Abington Township Traffic Signal Upgrade (MPMS #110929) - \$179,000 State 244 in FY18.
- 13) Towamencin Township Pedestrian Safety Improvements (MPMS #110930) - \$84,000 State 244 in FY18.
- 14) West Norriton Township Traffic Signal Upgrade (MPMS #110931) - \$196,000 State 244 in FY18.
- 15) West Norriton Township Intersection and Signal Upgrade (MPMS #110932) - \$417,000 State 244 in FY18.
- 16) Whitpain Township Traffic Signal Upgrades (MPMS #110933) - \$132,000 State 244 in FY18.

City of Philadelphia:

- 17) Philadelphia Citywide Traffic Calming (MPMS #110934) - \$1,200,000 State 244 in FY18.
- 18) Philadelphia Neighborhood Slow Zones (MPMS #110935) - \$1,000,000 State 244 in FY18.
- 19) 20th St/Penrose Ave/Moyamensing Ave/Packer Ave Intersection Improvement (MPMS #110936) - \$1,500,000 State 244 in FY18.
- 20) Philadelphia Citywide Fiber Optic Expansion (MPMS #110937) - \$1,000,000 State 244 in FY18.
- 21) Philadelphia Citywide Pedestrian and Bicyclist Connections (MPMS #110938) - \$500,000 State 244 in FY18.
- 22) Roosevelt Boulevard Bus Station Pedestrian Safety Improvements (MPMS #110939) - \$500,000 State 244 in FY18.

b. PA17-83: PA 252 Bridge over Springton Reservoir, (MPMS #90128), Delaware County

PennDOT has requested that DVRPC amend the FY2017 – 2020 TIP for Pennsylvania by increasing the construction funding for the PA 252 Bridge over Springton Reservoir

project, (MPMS #90128), in the total amount of \$5,949,000 and programming the increased amounts as follows: FY18: \$2,010,000 State 581/\$1,788,000 State 185; FY19: \$2,151,000 State 581.

The Springton Dam was constructed between 1929 and 1932 by the Philadelphia Suburban Water Company, the original company name of Aqua America (AQUA). It is an earthen embankment dam with a concrete core wall. PA 252 traverses the crest of the dam and includes a bridge over the spillway. The dam/reservoir was determined eligible for listing in the National Register. The additional \$5,949,000 of construction funding is needed to account for replacing the masonry roadside barrier along the length of the dam, and adding stone cladding to the replacement bridge and roadside barriers.

This bridge replacement project is a partnership project between AQUA Pennsylvania and PennDOT and is the first of two projects designed to achieve compliance with PADEP's current flow criteria. AQUA will fund 100% of the design for the bridge replacement, with PennDOT funding the right-of-way, utility, and construction phases. During the preliminary engineering phase, it was discovered that the highway barrier adjacent to the northbound shoulder and along the length of the dam does not meet current safety standards for such roadside barriers. Therefore, the replacement of this 1/4-mile barrier was added to the project. An environmental process was initiated to engage stakeholders and address the historic elements of the dam/ reservoir, with the result that stone cladding of the new bridge barriers and the replacement of roadside barriers were added to the project to preserve these unique factors. Modifying the dam and increasing the size of the spillway will be completed under a separate project with design and construction fully funded by AQUA.

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.

A public comment was received from Leonard Fritz of Gloucester County asking if this project will require road detours and if so, has there been proper consideration of weight limits on the other roads, especially bridges, that can handle the loads of the vehicles currently using that route. The original comment was forwarded to the DVRPC Board, DVRPC Office of Capital Programs, and PennDOT who responded that this project, State Route 252 DSR (Palmer's Mill Road over the Springton Reservoir), does not require detours. The construction is staged and will maintain existing traffic flow - one lane in each direction) through the site. The weight limit on the existing bridge was considered and assessed for the as-designed project.

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following **motion**:

MOTION by Mr. Ritzman, seconded by Mr. Squilla, that the Board approve the following TIP action:

PA17-83, PennDOT's request that DVRPC amend the FY2017 – 2020 TIP for Pennsylvania by increasing the construction funding for the PA 252 Bridge over Springton Reservoir project, (MPMS #90128), in the total amount of \$5,949,000 and programming the increased amounts as follows: FY18: \$2,010,000 State 581/\$1,788,000 State 185; FY19: \$2,151,000 State 581.

c. PA17-84: Ardmore Transportation Center, (MPMS #73214), Montgomery County

PennDOT has requested that DVRPC amend the FY2017 – 2020 TIP for Pennsylvania by increasing the funding for the Ardmore Transportation Center project, (MPMS #73214), in the amount of \$5,367,000 in FY18. PennDOT Bureau of Public Transit has made \$10,133,000 of additional Section 5337 funds available to the DVRPC region. All of these funds must be obligated this year and all of these funds will be used for Phase I of the Ardmore Transportation Center. Concurrent TIP actions to reduce state and local funds in the Ardmore project will still result in a net increase of \$5,367,000 which is enough to complete the funding for Phase I and allow the project to be let this fall. \$4,766,000 (\$4,613,000 State Section 1514/\$153,000 Local) will be shifted from the Ardmore Transportation Center project to the Transit and Regional Rail Station program (MPMS #77183). Specifically for Ardmore Transportation Center, this action will increase the FY18 ERC phase by \$10,133,000 federal Section 5337 funds and reduce the FY18 ERC phase by \$4,613,000 state Section 1514 funds/\$153,000 Local funds.

The Ardmore Transportation Center project on the Paoli/Thorndale Regional Rail Line and Amtrak's Keystone Line will modernize the station and make it fully ADA accessible. This project will be completed in phases. Phase 1 will make the station fully ADA accessible with enhancements including a new inbound station building; outbound shelters; high and low-level platforms; canopies; passenger amenities; tunnel accessibility improvements; elevators and accessible stairs and ramps; improved lighting; new signage; landscaping and site improvements including storm water management; and preparing the foundation for a future parking garage. Phase 2 includes the construction of a multi-level parking garage with about 500 spaces; landscaping; site improvements; bus berthing area inside the garage; and improved vehicle and pedestrian access to Lancaster Avenue.

To maintain fiscal constraint, SEPTA is reallocating \$4,766,000 from the Ardmore Transportation Center project to the Transit and Regional Rail Station program in FY18. These funds will support projects such as Willow Grove Station ADA Improvements.

Financial constraint will be maintained as the \$10,133,000 Section 5337 funds are additional funds to the region. As a result of this action, SEPTA will also shift \$4,766,000 (\$4,613,000 State Section 1514/\$153,000 Local) from the Ardmore Transportation Center project to the Transit and Regional Rail Station program (MPMS #77183).

Elizabeth Smith, SEPTA, commented that this is a critical project and thanked PennDOT for helping to move it forward. Rohan Hepkins, PATCO asked for an anticipated completion date. Ms. Smith responded that she will try to find out. Executive Director Barry Seymour noted that feasibility for this project was funded through a TCDI grant from 2002 and that it is great to see it advancing.

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following **motion**:

MOTION by Ms. Arkoosh, seconded by Mr. Levecchia, that the Board approve the following TIP action:

PA17-84, PennDOT's request that DVRPC amend the FY2017 – 2020 TIP for Pennsylvania by increasing the funding for the Ardmore Transportation Center project, (MPMS #73214), in the amount of \$5,367,000 in FY18. This action will increase the FY18 ERC phase by \$10,133,000 Section 5337 funds, and reduce the FY18 ERC phase by \$4,613,000 Section 1514 funds/\$153,000 Local funds. The net effect of these changes is an increase of \$5,367,000 in FY18 to MPMS #73214. As a result of this action, SEPTA will also shift \$4,766,000 (\$4,613,000 State Section 1514/\$153,000 Local) from the Ardmore Transportation Center project to the Transit and Regional Rail Station program (MPMS #77183).

d. NJ18-018: Paratransit Vehicles (Various DB #s), Various Counties
Camden County Bus Purchase (DB #D0601)
Gloucester County Bus Purchase (DB #D9807)
Mercer County Bus Purchase (DB #D1011)

Camden, Gloucester, and Mercer Counties have requested, respectively, on behalf of the South Jersey Transportation Authority (SJTA), Gloucester County Division of Transportation Services (DTS), Mercer County Transportation Resources to Aid the Disadvantaged and Elderly (TRADE), Greater Mercer Transportation Management Association (TMA), Ewing Township, and Princeton that DVRPC modify the FY2018 – 2021 TIP for New Jersey by increasing the FY18 CMAQ funding for various county paratransit services. Specifically, the request is to increase Camden County Bus Purchase (DB #D0601) by \$1,046,000 from \$934,000 to \$1,980,000 CMAQ; increase Gloucester County Bus Purchase (DB #D9807) by \$92,000 from \$238,000 to \$330,000 CMAQ; and increase Mercer County Bus Purchase (DB #D1011) by \$468,000 from \$707,000 to \$1,175,000 CMAQ in FY18. This action would increase the overall amount for county paratransit bus purchases in Camden, Gloucester, and Mercer Counties by \$1,606,000 from \$1,879,000 to \$3,485,000 CMAQ in FY18. Further, flex (transfer) \$1,980,000 CMAQ from Camden County Bus Purchase FY18 EC phase, \$330,000 from Gloucester County Bus Purchase FY18 EC phase, and \$1,175,000 from Mercer County Bus Purchase FY18 EC phase) to NJ TRANSIT.

The CMAQ flex for bus purchases is programmed in the TIP to occur on a bi-annual basis in FY18, FY20, FY22, and beyond. The \$1,606,000 overall cost increase for FY18, which allows for the purchase of additional replacement vehicles in all three counties, is made possible by available CMAQ funds in FY18 under the line item, Local CMAQ Initiatives (DB #X065). The cost increase includes NJ TRANSIT's 10 percent administration cost and NJ TRANSIT's updated vehicle price that accounts for inflation (because vehicle delivery is expected to occur in 2020 or 2021).

To replace an aging fleet, the SJTA in Camden County is requesting 16 total vehicles (8 extended cutaway 14-16 passenger vehicles and 8 medium duty cutaway 22-24 passenger vehicles). Eight (8) (4 extended and 4 medium duty) of the 16 vehicles is made possible by the additional \$1,046,000 CMAQ funds from Local CMAQ Initiatives (DB #X065) to Camden County Bus Purchase (DB #D0601) in FY18. The SJTA provides regional transportation service to residents for employment, social services, shopping, and education purposes, including several "shuttle to work" routes in southern New Jersey for qualified employees.

Gloucester County DTS is requesting four (4) extended cutaway 14-16 passenger vehicles to provide non-emergency medical, curb-to-curb services for senior citizens, people with disabilities, veterans, and low-income residents of Gloucester County. One (1) of the four (4) vehicles is made possible by the additional \$92,000 from DB #X065 to Gloucester County Bus Purchase (DB #D9807) in FY18.

Lastly, 15 total vehicles are requested in Mercer County. Mercer County TRADE is requesting 12 vehicles (6 standard cutaway 11-12 passenger vehicles, 4 extended cutaway 14-16 passenger vehicles, and 2 extended minibuses). The Greater Mercer TMA is requesting one accessible minivan. Ewing Township is requesting a standard cutaway 12 passenger vehicle, and Princeton is requesting one extended 16 passenger minibus. All serve the elderly and people with disabilities in Mercer County. The vehicle for Princeton would serve all residents in the municipality. The five (5) vehicles for Greater Mercer TMA (1), Ewing Township (1), Princeton (1), and minibuses for Mercer County TRADE (2) are made possible by the additional \$468,000 from DB #X065 to Mercer County Bus Purchase (DB #D1011) in FY18.

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

Gary Brune, NJDOT, asked what a cutaway bus is. Lou Millan, NJ Transit, responded that he is not sure but will find out.

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following **motion**:

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

NJ18-018, Camden, Gloucester, and Mercer Counties request, respectively, on behalf of the South Jersey Transportation Authority (SJTA), Gloucester County Division of Transportation Services (DTS), Mercer County Transportation Resources to Aid the Disadvantaged and Elderly (TRADE), Greater Mercer Transportation Management Association (TMA), Ewing Township, and Princeton that DVRPC modify the FY2018 – 2021 TIP for New Jersey by increasing the FY18 CMAQ funding for various county paratransit services. Specifically, the request is to increase Camden County Bus Purchase (DB #D0601) by \$1,046,000 from \$934,000 to \$1,980,000 CMAQ; increase Gloucester County Bus Purchase (DB #D9807) by \$92,000 from \$238,000 to \$330,000 CMAQ; and increase Mercer County Bus Purchase (DB #D1011) by \$468,000 from \$707,000 to \$1,175,000 CMAQ in FY18. This action would increase the overall amount for county paratransit bus purchases in Camden, Gloucester, and Mercer Counties by \$1,606,000 from \$1,879,000 to \$3,485,000 CMAQ in FY18. Further, flex (transfer) \$1,980,000 CMAQ from Camden County Bus Purchase FY18 EC phase, \$330,000 from Gloucester County Bus Purchase FY18 EC phase, and \$1,175,000 from Mercer County Bus Purchase FY18 EC phase) to NJ TRANSIT.

3. DVRPC Regional Trails Program Pennsylvania Grant Awards

Shawn Megill-Legendre, DVRPC Senior Research Analyst, Office of Energy and Climate Change Initiatives, explained that the following Circuit Trail projects were developed in conjunction with their respective county planning partners and local sponsors. Funding has been proposed to study, acquire ROW, design, and/or construct the following projects through DVRPC's Regional Trails Program with support from the William Penn Foundation. Pending approval, grants will be issued for the following projects:

1. State and Rhawn/Pennypack Trail Connector (design), City of Philadelphia Parks and Recreation – \$60,000
2. Wissahickon Gateway/Schuylkill River Trail Gap (acquisition), City of Philadelphia Parks and Recreation – \$100,000
3. Manayunk Trail Gateway Enhancements (design/construction), City of Philadelphia Parks and Recreation – \$30,000
4. Lower Poquessing Creek Trail (feasibility), Philadelphia City Planning Commission – \$25,000
5. High Trail and Bridge (construction), The Brandywine Conservancy, Delaware County -- \$350,000

In total, \$565,000 will be granted to five projects. Final awards for project numbers 2, 4 and 5 are contingent upon receipt of matching grants from the Pennsylvania Department of Conservation and Natural Resources.

Regional Technical Committee – The initially proposed action requested that the RTC recommend that the Board approve funding for all projects. This action was amended

via motion from the floor to request that the RTC recommend approval of the five Regional Trails Grant Awards with awards for project numbers 2, 4, and 5 contingent on PA DCNR Community Conservation Partnership Program grant approval.

Staff – Recommends approval contingent on PA DCNR Community Conservation Partnership Program grant approval for project numbers 2, 4, and 5

One public comment was received from Michael Clemmons of Bucks County who recommend that someone examine adding guardrails to Kelly Drive to protect trail users from wayward and uncontrolled auto traffic. He noted that the area between Ridge Ave. and Falls Bridge is particularly hazardous and that he has seen evidence of out of control vehicles on the trail. A response from DVRPC staff who manage the Regional Trails Program, Safety Programs, and the Office of Transit, Bicycle, and Pedestrian Planning followed stating that DVRPC is aware of the portion of the Kelly Drive Trail that runs adjacent to and has no separation from Kelly Drive between Ridge Ave and Falls Bridge in the Gustine Lake interchange area. We currently have no evidence to confirm or deny if vehicles jump the curb and enter the trail more or less frequently than they do along other parts of Kelly Drive. We do understand that the ramps leading onto Kelly Drive in the referenced location give trail users the sense that they are relatively more vulnerable due to the movements of merging vehicles and the lack of separation beyond the six-inch curb. In addition to the lack of empirical evidence for vehicles entering the trail, the trail geometry in this location is also a limiting factor. An effective guardrail for vehicles would require approximately 2-feet of width and an additional 2-feet of width would be required between the guardrail and the trail so that cyclist's handlebars or pedals would remain sufficiently clear of the guardrail. Since the trail, which just meets the minimum 10-foot requirement for width, currently abuts the roadway in this location, we believe that there is no extra space to accommodate a guardrail in this location at this time. Your comment will also be shared with the City of Philadelphia Parks and Recreation and the Office of Transportation and Infrastructure Systems (oTIS) who own, manage and maintain this trail. A public comment was also received from John Boyle of the Bicycle Coalition of Greater Philadelphia in support of this project.

The Board adopted the following **motion**:

MOTION by Mr. Squilla, seconded by Ms. Burritt that the Board approve:

These five Regional Trails Program grant awards for \$565,000. The grant awards for three projects, the Wissahickon Gateway/Schuylkill River Trail Gap (\$100,000), the Lower Poquessing Creek Trail (\$25,000), and the High Trail and Bridge (\$350,000) are contingent upon receipt of matching awards from the Pennsylvania Department of Conservation and Natural Resources' 2018 Conservation Community Partnership Program.

4. Authorization to Open a Public Comment Period for the Draft FY 2019 TIP for Pennsylvania and the Draft Conformity Finding of the Connections 2045 Long-Range Plan and FY 2019 TIP for Pennsylvania.

Sean Greene, DVRPC Manager, Office of Air Quality Programs, explained that DVRPC is requesting to open a minimum 30-day public comment period for the purpose of gathering public and agency comments on the Draft FY 2019 – 2022 TIP for Pennsylvania and the Draft Conformity Determination of the *Connections 2045* Long-Range Plan and FY 2019 TIP for Pennsylvania; to issue proper public notifications; to publish the documents of the Draft FY 2019 TIP for Pennsylvania, and Draft Conformity Findings on the Internet; to make copies available at certain public libraries; and to hold public meetings.

Federal law and planning regulations require the development of a Long-Range Plan (Plan) and Transportation Improvement Program (TIP) in order for the metropolitan region to be eligible to receive federal transportation funds. The creation of the Plan and TIP are to be done by the MPO in cooperation with the state and transit operators, and must provide opportunity for input and comment by the public. A minimum 30-day public comment period must be conducted prior to a formal action to adopt the Plan and TIP. The final conformity rule promulgated by US EPA (40 CFR 51 and 93) requires that the Plan or TIP must not cause new air quality violations, worsen existing violations, or delay timely attainment of federal standards; and that Transportation Plans and Programs conform to the applicable State Implementation Plans (SIP) for air quality.

Transportation Improvement Program

DVRPC develops a TIP for the Pennsylvania portion of the region every two years (the New Jersey and Pennsylvania TIPs are updated in alternate years). Work began in October 2017 on the development of the FY 2019 – 2022 TIP for Pennsylvania. The Pennsylvania TIP Subcommittee of the RTC has been working on developing 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. DVRPC plans to adopt the FY 2019 TIP at the June 2018 Board meeting in order for the state to submit their FY 2019 Statewide Transportation Improvement Program (STIP) to federal agencies for review and approval.

Air Quality Conformity Finding

DVRPC has worked closely with the Transportation Conformity Interagency Consultation Group (TCICG) to ensure that the region has addressed the set of regulations issued by US DOT and US EPA concerning the impact of the Plan and TIP on air quality. The regulations prescribe specific emissions analyses and procedures to be performed, which DVRPC has employed under the guidance of the TCICG. The final conformity rule promulgated by US EPA (40 CFR 51 and 93) requires that the Plan and TIP must not cause new air quality violations, worsen existing violations, or delay timely attainment of federal standards. Unless it is determined that the Plan and TIP “conform” to the Clean Air Act requirements and other applicable state air quality goals as

embodied in each of the state implementation plans, US DOT cannot fund, authorize, or otherwise approve transportation programs or projects.

Public Comment Period

DVRPC intends to make available the Draft FY 2019 TIP for Pennsylvania and the Draft Conformity documents for public review from May to June 2018. Staff will review and respond to the comments received and the RTC will prepare recommendations to the Board to adopt the Draft FY 2019 TIP for Pennsylvania and the Draft Conformity Finding for the *Connections 2045* Long-Range Plan and FY 2019 TIP for Pennsylvania with recommended changes.

The Board adopted the following **motion**:

MOTION by Mr. O’Leary, seconded by Ms. Arkoosh that the Board approve:

The action to authorize staff to open a minimum 30-day public comment period for the purpose of gathering public and agency comments on the Draft FY 2019 – 2022 TIP for Pennsylvania; and the Draft Conformity Determination of the *Connections 2045* Long-Range Plan and FY 2019 TIP for Pennsylvania; to issue proper public notifications; to publish the documents of the Draft FY 2019 TIP for Pennsylvania, and Draft Conformity Findings on the Internet; to make copies available at certain public libraries; and to hold public meetings.

5. Economic Development District (EDD) Designation Application Request

Karen Cilurso, DVRPC Manager, Office of Community and Economic Development, explained that Economic Development Districts (EDDs) are multi-jurisdictional entities, made up of multiple counties and in certain cases, even cross-state borders. They lead the locally-based, regionally-driven economic development planning process that leverages the collaboration of the public, private, and non-profit sectors to establish a strategic blueprint, known as the Comprehensive Economic Development Strategy (CEDS). The CEDS serves as the guide toward the economic prosperity and resiliency of a region and provides a coordinating mechanism for individuals, organizations, local governments, and private industry to engage in a meaningful conversation and debate about the economic direction of the region.

Since 2009, DVRPC has prepared, updated, and maintained the regional 9-county CEDS for Greater Philadelphia, working in partnership with our member jurisdictions and area economic development organizations. A regional CEDS is a requirement for funding through the U.S. Economic Development Administration (EDA), and projects submitted for EDA funding must be included within and consistent with the regional CEDS.

In February 2018, DVRPC staff presented preliminary information about the EDD designation at the county planning director meetings. The feedback was positive and DVRPC has reached out to the regional US EDA office to inquire about the process and benefits. This designation could provide annual grants from EDA for regional economic development planning and facilitate coordination between federal transportation and economic development funding.

To formally request designation as an Economic Development District (EDD), an applicant must have an EDA-approved CEDS and at least one geographical area within the designated service boundaries that meets EDA's regional distress criteria. US EDA classifies jurisdictions as distressed if the most recently available per capita personal income is 80 percent or less than the national average; the average unemployment rate over the most recent 24-month period for which data is available is at least one percentage point greater than the national average; or the area has a "special need." Given these criteria, the DVRPC region currently meets the requirements to serve as an Economic Development District.

Kevin Madden, Delaware County, asked if we have a sense for how much funding we are missing out on. Ms. Cilurso responded that because DVRPC is not an EDD, the EDA will not provide this information. The EDA has expressed that they have money to spend and we have essentially been doing the work of an EDD. Gary Brune, NJDOT, asked whether the money is distributed competitively and if these funds are issued based on proposals, and if private matching funds are required. Ms. Cilurso responded in the affirmative and noted that non-federal matching is required. Mr. McFadden asked for examples of the types of projects that could be funded. Ms. Cilurso explained that the EDA is interested in job creation and an example is the new job creation in Chester County as a result of the technology business park. Executive Director Barry Seymour noted that there is a broad mandate for what can be funded. The EDA has funded things like workforce training initiatives, industrial parks, and even water and sewer. Mark Remsa, Burlington County, asked whether only eligible areas have the potential to receive funds. Ms. Cilurso responded in the affirmative but noted that a case can be made for areas where there is projected to be population growth. Even if certain areas are not designated as eligible census tracts they can apply by making a case for jobs and where that population will come from. Mr. Seymour noted that if areas have eligible tracts they can do a city-wide or county-wide project so it does not need to be just those eligible tracts. Leslie Floyd, Mercer County, asked if DVRPC will be needing letters of support from the counties. Mr. Seymour responded that DVRPC will need letters of support along with a whole list of other items. The Board is being asked to endorse our application today but we will need to come back with more requests for the EDA in the future. Mr. Remsa asked if DVRPC could compile a "cheat sheet" for this action and the items being requested.

Mr. Seymour responded that DVRPC will work on this. Andrew Levecchia, Camden County, asked if DVRPC will capture the administrative costs and if there is staff capacity. Ms. Cilurso responded that DVRPC will capture the administrative costs and that as the manager of the CEDS she will be overseeing this initiative. Mr. Levecchia noted that it would be good to have a list of activities DVRPC is doing under this designation. Valerie Arkoosh, Montgomery County, asked whether any other areas currently have this designation. Mr. Seymour responded that no others in this region have the designation and that when he looked into this previously he was told that those areas in Pennsylvania were originally part of the Appalachian Development District. There is also an EDD in existence for the southern part of New Jersey outside of the DVRPC region. Adam Sternbach, NJ Governor's Authorities Unit, asked if any other MPOs have this designation. Ms. Cilurso responded that Pittsburgh does. Brian O'Leary, Chester County, commented that it would be good to have a list and process going forward. Barbara Holcomb, DRPA, commented that she is in support of the designation. Lou Millan, NJ Transit, commented that he is concerned that the Board would be voting on things that are not transportation related. He also asked if this would cover the whole region. Mr. Seymour responded that actually this helps us tie programs together and that it does cover the whole region. Mr. Millan commented that he is supportive of this action.

The Board adopted the following **motion**:

MOTION by Mr. Remsa, seconded by Mr. Squilla that the Board approve:

The DVRPC Board Resolution No. B-FY18-005, and authorize the Executive Director and staff to prepare a formal application to US EDA to become the federally-designated Economic Development District for the 9-county, bi-state DVRPC region. In addition to the EDA-approved CEDS and maps illustrating the geographic service area, application requirements include letters of support from the states and member counties and information about the composition of DVRPC.

6. **Appointment of Nominating Committee for Fiscal Year 2019 DVRPC Board Officers**

DVRPC Executive Director Barry Seymour explained that a Nominating Committee was selected to appoint candidates for Board Chair, Vice Chair, Secretary, and Treasurer for Fiscal Year 2019 (July 1, 2018 through June 30, 2019). The Chair for FY 2019 must be from Pennsylvania. The committee will report these candidates at the May Board Meeting and elections will take place at the June Board Meeting. The recommended Committee is as follows:

Mark Squilla, City of Philadelphia
Gina Burritt, Pennsylvania Governor's Appointee
Nedia Ralston, Pennsylvania Governor's Policy and Planning Office

Sean Thompson, NJ Department of Community Affairs
Adam Sternbach, NJ Governor's Authorities Unit
Theresa Ziegler, Gloucester County

The Board adopted the following **motion**:

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

Approve the Nominating Committee for fiscal year 2019 Board Officers.

PRESENTATION ITEM

7. WAWA's Welcome America Festival

Jeff Guaracino, President and CEO of Wawa Welcome America explained that the Wawa Welcome America Festival is a regional, multi-day festival with FREE multicultural, multigenerational events celebrating our nation's history, our region's historic places, and our shared heritage. The attendees primarily come from Pennsylvania and New Jersey. The free festival brings diverse communities together to build civic pride and encourage activities through events in public spaces, free concerts at historic sites, free museum days, and community driven events in neighborhoods. All events are completely free events making participation equitable to all.

INFORMATION ITEM

8. Update to DVRPC's Equity Analysis

Shoshana Akins, DVRPC Public Participation Planner, Office of Communications and Engagement, explained that since 2001, the Indicators of Potential Disadvantage (IPD) has served as DVRPC's analysis tool for meeting Title VI requirements and Environmental Justice (EJ) recommendations. Staff has reevaluated the tool to provide a meaningful update to the methodology, indicators, data analysis, and equity resources of the IPD.

Gary Brune, NJDOT, asked why cars households was dropped as a measure. Ms. Akins responded that in order to value the measures equally and address the federal standards it was decided that this measure should be dropped. As an equity compliance measure we wanted to look at people first. Mark Remsa, Burlington County, asked what data sources were used. Ms. Akins responded that the ACS was used and not a region-wide data source but that we will look at other data sources in the future. We wanted to keep the indicators just with the census data. The margin of error was put in each of the indicators so that planners could be aware of the value.

DISCUSSION ITEM

9. One Minute Reports

Colleen McGurk, NJ Office for Planning Advocacy, introduced herself to the Board.

Lou Millan, NJ Transit, reported that a cutaway bus is a bus that is based on a Ford chassis and must be modified. The frame is cut and lengthened for ADA compliance.

Elizabeth Smith, SEPTA, reported that the Ardmore Transportation Center design is complete and the plan is to put this to bid in the fall. The anticipated completion date is 2021. SEPTA has released the report SEPTA Drives the Economy and been involved in a road show on the report. The report is available on SEPTA's website and microsite.

Mark Squilla, City of Philadelphia, reported that a pilot traffic safety project on JFK and Market Streets. Construction is expected to start this Spring and the City plans to measure the before and after impacts of this pilot project.

Brian O'Leary, Chester County, reported that Chester County is very committed to open space preservation and that 4200 acres have been preserved as of 2017 which equals out to 28 percent of the county's land area.

Kevin McFadden, Delaware County, thanked SEPTA for coming to the county and presenting the SEPTA Drives the Economy roadshow.

Valerie Arkoosh, Montgomery County, also thanked SEPTA for coming to the county and presenting the SEPTA Drives the Economy roadshow. The county has started a new transportation grant program based on the five dollar motor vehicle registration fees. There will be \$1 million available to be allocated across all municipalities. We will be partnering with municipalities who have been awarded the PennDOT Green Light Go Program. The municipalities will be able to apply for their portion of the necessary funding for the Green Light Go program.

Mark Remsa, Burlington County, reported that the county has been working with DVRPC on its Highway Master Plan and on May 9 will hold an open house for the public.

Leslie Floyd, Mercer County, thanked DVRPC for their work on the Lawrence Hopewell Trail.

Peter Rykard, City of Chester, thanked Board for approving the ARLE grant in the city. The upgrades of the traffic signals on Township Line Road have really helped especially with the opening of a new Charter school.

10. Executive Director's Report

a. Performance Measures

Mr. Seymour introduced Mike Boyer, DVRPC Associate Director, Comprehensive Planning, who explained that there are several impending deadlines related to the MAP-21/FAST Act Performance Measures. A key feature of MAP-21 was the establishment of a performance-based planning and programming approach for investing in our

nation's transportation infrastructure. This approach continues under the FAST Act. The objective of this approach is for State DOTs and MPOs to invest resources in projects that collectively will make progress toward the achievement of national goals. This effort established a set of transportation performance measures that require state DOTs and MPOs to set performance targets. Generally, MPOs can choose to set their own targets or adopt the statewide targets set by the state DOT. The CMAQ congestion performance measures, percentage of non-SOV travel and annual peak-hour excessive delay, differ from the other performance measures in that States and MPOs must collaboratively develop a single target for urbanized areas over a million people that are also air quality nonattainment areas. The DVRPC region is part of both the Philadelphia and New York urbanized areas. We will come back next month to ask for Board adoption of the CMAQ congestion targets for the Philadelphia and New York urbanized areas.

b. DVRPC and Staff Awards

Mr. Seymour reported that the FHWA recognized DVRPC and Ted Dahlburg for 25 years of the Goods Movement Task Force. DVRPC was also awarded the Government Award from the Water Resources Association for our project Municipal Actions for Water Quality which Alison Hastings, DVRPC Manager, Office of Communications and Engagement, accepted. Additionally Senior Project Implementation Engineer Katrina Lawrence was recognized by the Philadelphia Section of the American Society of Civil Engineers as the Young Government Engineer of the Year.

c. Breaking Ground Conference

Mr. Seymour thanked Karen Cilurso and all staff and Board members for their assistance and participation in the Breaking Ground Conference.

d. Reviving Vine Street Open House

Mr. Seymour noted that on April 12, in partnership with the Philadelphia Chinatown Development Corporation, and the City of Philadelphia, a Reviving Vine Street Open House was held. The event drew close to 100 people and DVRPC staff member Al Beatty presented and other staff helped out at information stations. The project looks at Vine Street local from 8th to Broad Street. The meeting was translated into Chinese and was very well received.

e. Strategies for Older Suburbs Roundtable – Transportation and Tourism

Mr. Seymour called the Board's attention to the Strategies for Older Suburbs Roundtable that was held on April 20. The theme of the meeting was Transportation and Tourism and the event drew a great crowd.

f. Regional Community and Economic Development Forum

Mr. Seymour reported that on April 30 the Regional Community and Economic Development Forum will meet and discuss challenges and opportunities in the local

food economy. The Forum will talk about Eat Local Montco and other initiatives in the area.

g. Air Quality Awareness Week

Mr. Seymour noted that April 30 starts off Air Quality Awareness week and marks the start of ozone season. A press release is in the Board packets.

h. Traffic Incident Management Conference

Mr. Seymour called the Board's attention to the Traffic Incident Management Conference taking place at Citizens Bank Park. The Conference takes place on May 16 and the theme is Working Together Makes Us Better Prepared. The Conference will bring together local and state police, fire, EMS, DOTs, towing operators, and more. The focus is on ways to safely, effectively, and efficiently clear incidents from the region's highways.

i. Healthy Communities Task Force

Mr. Seymour reported that there is a Healthy Communities Task Force meeting at DVRPC on May 16.

j. Bike to Work Day

Mr. Seymour noted that Bike to Work Day is on Friday, May 18. There will be events held in Philadelphia with the Bicycle Coalition of Greater Philadelphia and at the Valley Forge Park with the Greater Valley Forge TMA. Mr. Seymour asked Board members if they are planning to participate.

k. New Releases

Mr. Seymour reported that DVRPC has some new releases including: Connections 2045 Plan Summary Report; City of Camden Access Study; Circle of Progress; Greater Pottstown Trails Network. Coming soon is a brief memo on Making Trails Happen.

7. Committee Reports

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

(1) Regional Technical Committee (RTC)

John Ward, DVRPC Deputy Executive Director, reported that the RTC heard a great presentation on the Chester Valley Trail extension.

(2) Regional Safety Task Force (RSTF)

(3) Information Resources Exchange Group (IREG)

Chris Pollard, DVRPC Manager, Geospatial Application Development, reported that the IREG heard a great presentation from Ben Garvey, Engineering Manager–Magento Business Intelligence, on Dataviz and Storytelling. Mr. Pollard noted that Montgomery

County has a great storymap on its website on opioid use. At the next IREG meeting the group will discuss Smart Cities and technology on June 13.

(4) Public Participation Task Force (PPTF)

Shoshana Akins, DVRPC Public Participation Planner, Office of Communications and Engagement, reported that at the last meeting the PPTF members were educated on the Long Range Plan, TIP, and Work Program. After that members were separated into groups and a workshop session was held.

(5) Delaware Valley Goods Movement Task Force

Barry Seymour, DVRPC Executive Director, reported that the Pilots Association of the Delaware River presented on the challenges of big ships coming up the river. With the widening of Panama Canal larger ships are able to come up but turning in the river is difficult and the ships are not able to clear the Walt Whitman Bridge. Federal Railroad and Federal Highway representatives were in attendance at the meeting as well.

OLD BUSINESS

No old business was stated.

NEW BUSINESS

No new business was stated.

There being no further business, the meeting was adjourned at 11:41 a.m. on a **MOTION** by Ms. Arkoosh, seconded by Mr. Madden.

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

I certify that this is a true and correct copy.

Renee Wise, Recording Secretary