

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

BOARD COMMITTEE

Minutes of Meeting December 9, 2020

Location: *This meeting was held via remote webinar*

Membership Present

Representative

New Jersey Department of Community Affairs  
New Jersey Department of Transportation

Sean Thompson  
Mike Russo  
Jim Lewis

New Jersey Governor's Appointee  
Pennsylvania Department of Transportation

Rudy Rodas  
Larry Shifflet  
Jim Mosca

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

Gina Burritt  
Nedia Ralston  
Robert Harvie  
Evan Stone

Chester County  
Delaware County

Rich Brahler  
Brian O'Leary  
Kevin Madden

Montgomery County

Linda Hill

Burlington County

Val Arkoosh  
Matthew Edmond  
Tom Stanuikynas  
Carol Thomas

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

Andrew Levecchia  
Theresa Ziegler  
Matthew Lawson  
Peter Rykard  
Eleanor Sharpe  
Chris Puchalsky  
(not represented)  
Michael Kolber

City of Camden  
City of Trenton

Non-Voting Members  
Federal Highway Administration

Robert Clark  
Sutapa Bandyopadhyay  
Brian Goodson  
Alicia Nolan  
Eugene Porochniak

New Jersey Division  
Pennsylvania Division

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  
Southeastern Pennsylvania Transportation Authority  
New Jersey Transit Corporation  
New Jersey Department of Environmental Protection  
Pennsylvania Department of Environmental Protection  
Delaware River Port Authority  
Port Authority Transit Corporation  
New Jersey Office of Planning Advocacy  
Pennsylvania Department of Community and  
Economic Development  
DVRPC Co-Counsel  
Pennsylvania Co-Counsel  
New Jersey Co-Counsel

Tim Lidiak  
Jody Holton  
Lou Millan  
(not represented)  
(not represented)  
Tonyelle Cook-Artis  
Rohan Hepkins  
(not represented)  
  
Michael Shorr  
  
Andy Bockis  
Tom Coleman

#### DVRPC Staff

Barry Seymour, John Ward, Patty Elkis, Elizabeth Schoonmaker, Greg Krykewycz, Mike Boyer, Karin Morris, Katie Nash, Jesse Buerk, Van Doan, Will Stevens, Maridarlyn Gonzalez, Alison Hastings, Shoshana Akins, Najah Jackson, Rick Murphy, Kwan Hui, Tom Edinger, Shawn Megill Legendre, Thom Stead, Sonia Lee, Natalie Scott, Elise Turner, Linda McNeffer, Renee Wise.

#### Guests

PennDOT District 6  
PennDOT District 6  
Philadelphia City Planning Commission  
Philadelphia City Planning Commission  
NJDOT  
DVGMTF  
City of Philadelphia -Streets Department  
Citizen of Chester City  
PPTF  
Residents for Regional Traffic Solutions, Inc.

David Alas  
Jonathan Korus  
David Kanthor  
Martine Decamp  
Monica Etz  
Kelvin MacKavanagh  
Nick Baker  
Reverend Glen Benson  
Michael Clemmons  
Susan Herman

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

DVRPC Executive Director Barry Seymour noted that alternate from the City of Philadelphia, Eleanor Sharpe, will be filling in for Board Chair Mark Squilla. Alternate Chair Sharpe called the meeting to order at 11:05 a.m. Alternate chair Sharpe asked if there was any press in the meeting and noted that DVRPC would be recording the meeting.

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

Mr. Seymour noted that one public commenter would like to speak. Reverend Glen Benson of Delaware County commented that he is extremely unhappy with the condition of his home due to vibrations from nearby I-95. Reverend Benson also submitted written public comments which are attached here. Mr. Seymour noted that

public comments were also submitted prior to the Board meeting by Anthony Bush of Bucks County. Those comments are attached here.

## ACTION ITEMS

### 1. Minutes of Meeting of October 22, 2020

The Board adopted the following motion:

MOTION by *Ms. Arkoosh*, seconded by *Mr. Shifflet*, to approve the minutes of October 22, 2020.

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

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

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

- a. PA21-05: Transit and Regional Rail Station Program (MPMS #77183), SEPTA

SEPTA has requested that DVRPC amend the FY2021 TIP for Pennsylvania by adding funding for two different projects in SEPTA's Transit and Regional Rail Station Program (MPMS #77183): 1.) Adding the Complete Streets Concepts and Design for the Grays Avenue Corridor project (MPMS #77183) into the TIP in FY21 for the Engineering/Rightof-Way/Construction (ERC) phase in the amount of \$495,000 HOPE, and 2.) Adding \$2,000,000 of prior year FTA Bus & Bus Facilities (FTA Section 5339B) funding to FY21, in the ERC phase, so that the funds may be obligated in a grant for the Direct Bus Phase B project. These are additional funds to the region. Funding in FY21 will increase from \$23,273,000 (\$7,205,000 FTA Section 5307/\$15,551,000 State 1514, \$517,000 Local) to \$25,768,000 (\$495,000 HOPE/\$2,000,000 FTA Section 5339B/\$7,205,000 FTA Section 5307/\$15,551,000 State 1514, \$517,000 Local) in the Transit and Regional Station Program.

Complete Streets Concepts and Design for the Grays Avenue Corridor Project:

On October 7, 2020 SEPTA was awarded a competitive grant from the FTA for the Helping Obtain Prosperity for Everyone (HOPE) program in the amount of \$495,000. Nationwide there was \$8.5 million that was awarded to 25 projects in 17 states. The Grays Avenue Corridor runs approximately 0.85 miles in Southwest Philadelphia, located along 49th Street, Grays Avenue, and Lindbergh Avenue from the intersection of 49th Street and Woodland Avenue to 56th Street and its intersection with Elmwood Avenue and Lindbergh Boulevard. The project includes review and consolidation of existing plans and projects for the area, stakeholder meetings, and public outreach

activities for the development of a single preferred concept for the corridor. Also, with developing the final corridor concept, the award scope includes a corridor land survey and 15% design documents for the Route 36 trolley improvements.

SEPTA submitted their application in partnership with the City of Philadelphia, who will provide a portion of the local match via in-kind contributions. This amendment for the HOPE grant will only increase federal dollars to this program as the required State and Local matching funds will be provided in-kind by SEPTA. The City of Philadelphia's match contribution will be in-kind services.

#### Direct Bus Phase B:

SEPTA was awarded competitive funds for the Federal Transit Administration's (FTA) 2019 Bus and Bus Facilities Grant Program to advance the next phase of SEPTA's Direct Bus service in the City of Philadelphia, called Direct Bus Phase B. This phase includes the design and construction of eight (8) enhanced bus stations along Hunting Park and Ridge Avenues. The enhanced bus stations will improve overall site conditions at each location, including accessibility enhancements, lighting, landscaping, and real-time information. The total cost of this project is \$2,500,000. SEPTA is shifting \$2,000,000 FTA Section 5339B of prior year funding into the current federal fiscal year in order to place funds in a grant. Matching funds were already accounted for in the program.

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

#### b. PA21-06: Safety and Security Improvements (MPMS #107011), SEPTA

SEPTA has requested that DVRPC amend the FY2021 TIP for Pennsylvania by adding the Transit Track Worker & First Responder Safety Protection Demonstration Project (\$1,060,000 total cost) into the Safety and Security Improvements (MPMS #107011) Program of the TIP in FY21 for the Engineering/Right-of-Way/Construction (ERC) phase in the amount of \$742,000 FTA Section 5312. These are additional funds to the region. Funding in FY21 will increase from \$22,338,000 (\$4,000,000 FTA Section 5307/\$10,900,000 CARES/\$7,198,000 State 1514/\$240,000 Local) to \$23,080,000 (\$4,000,000 FTA Section 5307/\$10,900,000 CARES/\$742,000 FTA Section 5312/\$7,198,000 State 1514/\$240,000 Local).

Funding for this award will support the installation of a Work Zone Block (WZB) System on SEPTA's Broad Street Subway Line, Market-Frankford Line, and Norristown High Speed Line. The WZB System is an automated employee protection technology that allows an employee in the field to control the application of a blocking device to prevent trains from being inadvertently routed onto the track where employees are working. The total cost of this project is \$1,060,000. Only the federal funds, \$742,000 FTA Section 5312, are being added to the TIP, as the required state and local matching funds are already programmed in the Safety and Security Improvements Program. On October 8, 2020 SEPTA was awarded \$742,000, out of a total \$9,100,000 in national competitive grants funds. This award is going towards 10 projects in nine states for the Safety and

Research and Demonstration Program (\$7,500,000) and the Bus Operator Compartment Program (\$1,600,000) to support safety and innovation in the transit industry.

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

c. PA21-07: Maintenance & Transportation Facilities (MPMS #102569), SEPTA

SEPTA has requested that DVRPC amend the FY2021 TIP for Pennsylvania by adding the Midvale Depot Electric Bus Infrastructure project back into the Maintenance & Transportation Facilities (MPMS# 102569) Program of the TIP in the amount of \$4,300,000 FTA Section 5339C to the Engineering/Right-of-Way/Construction (ERC) phase in FY21. These are additional funds to the region. Funding in FY21 will be increased from \$37,792,000 (\$18,871,000 State 1514/\$629,000 Local/\$18,292,000 Other) to \$42,092,000 (\$4,300,000 FTA Section 5339C/\$18,871,000 State 1514/\$629,000 Local/\$18,292,000 Other).

This project was originally added to the FY2019 TIP in July 2020, but was inadvertently omitted from being added to the FY2021 TIP. On June 3, 2020 the Federal Transit Administration announced grant awards for the competitive Low or No Emission (Low-No) Program. As part of this program, SEPTA was selected to receive \$4,300,000 in Federal Transit Administration Low or No Emission Program Section 5339C funds to support the \$5,375,000 Midvale Depot Electric Bus Infrastructure project. This grant award brings new funding to the region and will enable SEPTA to utilize the regular electrical power feeds that power the Broad Street Subway line and extend the duct bank linked to the Butler Substation in order to charge the batteries of the electric buses at Midvale Depot.

This project also includes reconfiguring an existing access road at Midvale Depot to accommodate 10 electric bus charging berths, the installation of power distribution equipment at the Butler Substation, and a half-mile extension of the existing duct bank to Midvale Depot in order to provide power to the bus charging-berths.

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

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following motion:

MOTION by *Mr. Russo*, seconded by *Ms. Arkoosh* that the Board approve TIP actions:

PA21-05, SEPTA's request to amend the FY2021 TIP for Pennsylvania by adding funding for two different projects: 1.) Adding the Complete Streets Concepts and Design for the Grays Avenue Corridor project (MPMS #77183) into the TIP in FY21 for the Engineering/Right-of-Way/Construction (ERC) phase in the amount of \$495,000 HOPE,

and 2.) Adding \$2,000,000 of prior year FTA Bus & Bus Facilities (FTA Section 5339B) funding to FY21, in the ERC phase, so that the funds may be obligated in a grant for the Direct Bus Phase B project.

PA21-06, SEPTA's request to amend the FY2021 TIP for Pennsylvania by adding the Transit Track Worker & First Responder Safety Protection Demonstration Project (\$1,060,000 total cost) into the Safety and Security Improvements (MPMS #107011) Program of the TIP in FY21 for the Engineering/Right-of-Way/Construction (ERC) phase in the amount of \$742,000 FTA Section 5312. These are additional funds to the region. Funding in FY21 will increase from \$22,338,000 (\$4,000,000 FTA Section 5307/\$10,900,000 CARES/\$7,198,000 State 1514/\$240,000 Local) to \$23,080,000 (\$4,000,000 FTA Section 5307/\$10,900,000 CARES/\$742,000 FTA Section 5312/\$7,198,000 State 1514/\$240,000 Local).

PA21-07, SEPTA's request to amend the FY2021 TIP for Pennsylvania by adding the Midvale Depot Electric Bus Infrastructure project back into the Maintenance & Transportation Facilities (MPMS# 102569) Program of the TIP in the amount of \$4,300,000 FTA Section 5339C to the Engineering/Right-of-Way/Construction (ERC) phase in FY21. These are additional funds to the region.

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

d. PA21-08: Coatesville Train Station (MPMS #87534), PennDOT Bureau of Rail, Freight, Ports, and Waterways

PennDOT's Bureau of Rail, Freight, Ports, and Waterways has requested that DVRPC amend the FY2021 TIP for Pennsylvania by adding the Coatesville Train Station project (MPMS #87534) back into the TIP in FY21 for construction in the amount of \$43,713,000 (\$17,486,000 FTA Section 5337/\$17,485,000 FTA Section 5307/\$8,742,000 State 1516). The total cost estimate of this project is \$64,949,000. \$21,237,000 has already been placed into a grant. These are additional funds to the region.

This project has progressed through the design process and is getting ready to be advertised and Let for construction. This project will include a new ADA accessible train station approximately 300 feet east of the current station with approximately 100 to 150 parking spaces. The new station will include improved lighting, level-boarding platforms, overhead canopy, elevators, soldier pile retaining walls, improvements to the 4th Avenue underpass for pedestrians to move from one track to another, and a track realignment which includes a freight bypass track. These station improvements, provided by the Statewide Keystone Corridor Line Item, will move the Keystone Corridor towards full ADA accessibility, and provide an improved environment to foster increased ridership. PennDOT has already completed the streetscape improvements on 3rd Avenue and 4th Avenue.

Located in Chester County, the Coatesville Station is a component of the Keystone Corridor rail service between Philadelphia and Harrisburg. There are approximately

seven Amtrak stops per day at the Coatesville Station. The Keystone line has multiple tracks, full electrification, and almost complete grade separation from the highway grid. Speed on the line is now up to 110 mph.

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

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following motion:

MOTION by *Mr. O'Leary*, seconded by *Mr. Madden* that the Board approve TIP action:

PA21-08, PennDOT's Bureau of Rail, Freight, Ports, and Waterways request to amend the FY2021 TIP for Pennsylvania by adding \$43,713,000 (\$17,486,000 FTA Section 5337/\$17,485,000 FTA Section 5307/\$8,742,000 State 1516) to the construction phase in FY21 for the Coatesville Train Station project (MPMS #87534). These are additional funds to the region.

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

e. PA21-09: University Avenue and I-76 Off Ramp Intersection Safety Improvements (MPMS #111062), City of Philadelphia

PennDOT has requested that DVRPC amend the FY2021 TIP for Pennsylvania by removing the construction phase (\$2,162,000 HSIP) for the University Avenue and I-76 Off Ramp Intersection Safety Improvements (MPMS #111062) project in FY21 and deleting the project from the FY2021 TIP, as funding is no longer needed to be shown on the FY2021 TIP.

Funding for this project was obligated, and the project was let for construction under the previous FY2019 TIP. This project involves intersection improvements including realigning the ramp coming off I-76 eastbound, pedestrian improvements, and upgrades to mast arms. Some of the improvements for this project are:

- Intersection realignment to eliminate conflicts with vehicles, bicyclists, and pedestrians at the current yield condition;
- High friction surface treatment is being applied to address wet weather crashes related to roadway geometry;
- Pedestrian improvements include new ADA ramps and pedestrian countdown timers;
- Signal improvements include replacing signal heads, mast arms, controllers, and vehicle detection;
- CCTV is being installed with connections to the PennDOT Regional Traffic Management Center and the City of Philadelphia.

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.

f. PA21-10: Regional Traffic Management Center (RTMC) General Contract (MPMS #110494), Various Counties

PennDOT has requested that DVRPC amend the FY2021 TIP for Pennsylvania by reducing the construction funding for the Regional Traffic Management Center (RTMC) General Contract project (MPMS #110494) by \$17,546,000 (FY21: \$3,311,000 STP/Toll Credit, FY23: \$4,305,000 STU/Toll Credit, FY24: \$9,930,000 STU/Toll Credit). The funds are not needed due to funding actions ("conversions") that occurred during the previous FY2019 TIP for PA. Funding for this project will be reduced from \$59,952,000 (FY21: \$8,000,000 CAQ\*/\$3,311,000 STP\*/\$13,610,000 STU\*/Toll Credit/\$11,800,000 Other-State; FY22: \$4,083,000 STU\*/Toll Credit; FY23: \$9,218,000 STU\*/Toll Credit; FY24: \$9,930,000 STU\*/Toll Credit) to \$42,406,000 (FY21: \$8,000,000 CAQ\*/\$13,610,000 STU\*/Toll Credit/\$11,800,000 Other-State; FY22: \$4,083,000 STU\*/Toll Credit; FY23: \$4,913,000 STU\*/Toll Credit).

This project was originally funded via Advance Construct when the project was Let for construction earlier this year. The full cost of the project, \$59,952,000, was originally programmed for Advance Construct conversion during the development of the FY2021 TIP. A very large amount of funding, \$17,546,000 has been converted after the July adoption of the TIP. Because the \$17,546,000 was converted under the previous FY2019 TIP it does not need to be carried over and shown on the current FY2021 TIP. This gives PennDOT a resource of funds to place back into the appropriate Line Items to be used for future cost increases on other projects.

This project is for the Regional Traffic Management Center (RTMC) including planning, designing and building/commissioning a facility to optimize the performance of the surface transportation network by expanding the current function of the freeway management systems to include active traffic management of dynamic junction control, flex lanes, and, part time shoulder use, ramp metering, multimodal coordination, and proactive management of traffic signals along major regional arterial corridors. In addition, the RTMC will collect and process/disseminate real time transportation data in order to measure performance. This facility will be the technical and institutional hub to bring together the various regional jurisdictions, modal interests, and service providers to focus on the common goal of optimizing the performance of the transportation network.

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

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following motion:

MOTION by *Mr. Madden, seconded by Mr. Thompson* that the Board approve TIP actions:

PA21-09, PennDOT's request to amend the FY2021TIP for Pennsylvania by removing the construction phase (\$2,162,000 HSIP) for the University Avenue and I-76 Off Ramp Intersection Safety Improvements (MPMS #111062) project in FY21 and deleting the project from the FY2021 TIP, as funding is no longer needed to be shown on the FY2021 TIP.

PA21-10, PennDOT's request to amend the FY2021 TIP for Pennsylvania by reducing the construction funding for the Regional Traffic Management Center (RTMC) General Contract project (MPMS #110494) by \$17,546,000 (FY21: \$3,311,000 STP/Toll Credit, FY23: \$4,305,000 STU/Toll Credit, FY24: \$9,930,000 STU/Toll Credit).

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

3. Release of Draft FY2021-FY2022 DVRPC Unified Planning Work Program for Review and Comment

John Ward, DVRPC Deputy Executive Director, explained that authorization is being sought to distribute for review and comment the Draft FY2021-FY2022 Unified Planning Work Program consisting of: (1) DVRPC's Regular Work Program; (2) Supportive Regional Highway Planning Program (SRHPP); and (3) Transit Support Program (TSP). This document covers the time period from July 1, 2021 to June 30, 2022 and reflects the policy direction provided by the Board's Work Program Committee and the input from member governments, operating agencies and other regional organizations. The draft document will be posted on the DVRPC website at [www.dvrpc.org/workprogram/](http://www.dvrpc.org/workprogram/), notices will be sent to tribal governments and regional libraries, and hard copies will be made available upon request.

The Board adopted the following motion:

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

Distribution of the DVRPC Draft FY2021-FY2022 Unified Planning Work Program for review and comment.

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

DISCUSSION ITEM

4. One Minute Reports

Mike Russo, NJDOT, thanked DVRPC for putting together a very interesting and informative Board Retreat.

Andrew Levecchia, Camden County, thanked DVRPC for setting up the sessions with Richard Rothstein and wished everyone happy holidays.

Larry Shifflet, PennDOT, thanked DVRPC for putting together the FY22 Work Program. Mr. Shifflet noted that PennDOT recently launched a new program; PennDOT Pathways. Through this program, PennDOT will analyze new future-focused sources of funding for our highways and bridges that could better serve our communities and all Pennsylvanians for the next generation. An open public comment period is available on PennDOT's website.

Nedia Ralston, PA Governor's Policy and Planning Office, thanked DVRPC for organizing the sessions with Richard Rothstein and wished everyone happy holidays.

Brian O'Leary, Chester County, reported that the county has updated its Restore Chester County website which includes recommendations for businesses on best practices.

Valerie Arkoosh, Montgomery County, thanked DVRPC for this morning's Board Retreat and noted the importance of Mr. Rothstein's work. With regards to COVID-19, Ms. Arkoosh encouraged everyone to stay home and wear a mask and do everything that they are supposed to be doing. Montgomery County is at an absolutely critical place with our hospitals. We have more people in the hospital today than we did at our peak in the Spring. We are simply out of staff and so the choices we all make over these next several weeks are going to be critical.

Eleanor Sharpe, City of Philadelphia, thanked DVRPC for the wonderful discussion with Richard Rothstein and noted that she really enjoyed helping with the sessions. Ms. Sharpe reported that to kick off our comprehensive plan the City is seeking consultants versed in social justice, racial equity, and planning to help with this process. The City has partnered with the City's budget office which is about to assemble a steering committee that will inform this effort. This new participatory budget process will bring more participants to the table. We anticipate that this is a 12 to 18-month initiative to develop a more inclusive comprehensive planning process. The Spring Garden Street improvement project is online and is entirely virtual and centered on a public survey that can be found on our website.

Michael Shorr, PA DCED, reported that the multimodal program will come to the CFA Board in May.

5. Executive Director's Report
  - a. Board Retreat Follow-up

Mr. Seymour thanked Board members and alternates for participating in DVRPC's annual Board retreat which included two sessions with Richard Rothstein who is the author of a book called *The Color of Law*. Mr. Seymour noted that Mr. Rothstein commented that everybody is looking at him for solutions and about what we do next, but ultimately, it's up to all of us to figure out the solutions going forward. Mr. Seymour commented that he is glad we were able to bring folks together around this. It was remarkable that with very little promotion we had 850 people sign up for this morning. Clearly it is a topic that is top of mind for everyone.

#### b. Election Impacts

Mr. Seymour noted that it looks like Congress is going to defer the budget for another week and hopefully look to combine that with a COVID relief package. A target date for that is December 18. Mr. Seymour noted that he was on a call earlier this week and people are feeling positive that both houses will come together around a package somewhere around \$908 billion which would include \$15 billion for transit. We are also hearing about infrastructure being a top priority and it has been mentioned as one of those first hundred days items under the Biden administration. The House did pass something last year but that did not really go anywhere. A lot of names have been floated around who is going to be the Transportation Secretary but no one has been publicly put forward yet. It was interesting that generally across the country there were a variety of ballot initiatives around transportation and we saw over 90 percent of those approved nationally.

#### c. COVID Impacts

Mr. Seymour reported that we will be working on the Work Program and deliberately looking at our model and some of the assumptions around travel as that relates to how the world has changed and may have permanently changed in the future due to the impacts of COVID. This is not an issue that is unique to greater Philadelphia and we will have to be cognizant of the possible long-term impacts of COVID and how that affects travel. Mr. Seymour noted that DVRPC's offices will be under construction for the next few months and we will all be working from home during this remodeling. One thing we are doing is looking to change our conference room to be able to enable hybrid meetings. For the public especially Zoom has been positive in terms of allowing everyone to have access to these types of meetings. Even when we are back in the conference room, even when things are all clear we still want to enable members of the public to be able to log on remotely.

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

- (1) Regional Technical Committee
- (2) Public Participation Task Force
- (3) Transportation Operations Task Force
- (4) 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 12:16 p.m. on a

*MOTION by Mr. Levecchia, seconded by Mr. Thompson.*

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

I certify that this is a true and correct copy.

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Renee Wise, Recording Secretary