

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

BOARD COMMITTEE

Draft Minutes of Meeting October 27, 2022

Location: *This meeting was held as a virtual meeting.*

Membership Present

Representative

New Jersey Department of Community Affairs
New Jersey Department of Transportation
New Jersey Governor's Appointee
Pennsylvania Department of Transportation

Sean Thompson
Mike Russo
Jeffry Nielsen
Larry Shifflet
Jim Mosca

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

Gina Burritt
Brenda Rios
Robert Harvie
Rich Brahler

Chester County
Delaware County

Brian O'Leary
Christine Reuther

Montgomery County

Thomas Shaffer
Valerie Arkoosh
Scott France

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

Matthew Edmond
Tom Stanuikynas
Jonathan Young
Jackie Huston
Leslie Floyd
Peter Rykard
Mark Squilla
Michael Carroll
Eleanor Sharpe
June Morton
Michael Kolber

City of Camden
City of Trenton

Non-Voting Members

Federal Highway Administration

New Jersey Division

(not represented)

Pennsylvania Division

Gene Porochniak

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

Jody Holton

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	Tonyelle Cook-Artis
Port Authority Transit Corporation	Rohan Hepkins
New Jersey Office of Planning Advocacy	Donna Rendeiro
Pennsylvania Department of Community and Economic Development	Michael Shorr
DVRPC Co-Counsel	
Pennsylvania Co-Counsel	Jonathan Bloom
New Jersey Co-Counsel	Tom Coleman

DVRPC Staff

Barry Seymour, Patty Elkis, Keith Hartington, Chris Linn, Brooke Garcher, Beth Wichser, Spencer Gober, Jackie Davis, Gina Myers, Ethan Fogg, Maridarlyn Gonzalez, Sean Greene, Brett Fusco, Rick Murphy, Alison Hastings, Jesse Buerk, Brad Lane, Glenn McNichol, Paul Smith, Shawn Megill Legendre, Tom Edinger, Najah Jackson, Elise Turner, Van Doan, and Renee Wise.

Guests

Montgomery County	Thomas Bonner
Montgomery County	Emma Hertz
Montgomery County	Matthew Popek
PennDOT	David Alas
PennDOT District 6	Jonathan Korus
Public Participation Task Force	Mary Ann Sandone
Camden County	Julia Downes

Call to Order - Chair's Comments

Chair, Christine Reuther, called the meeting to order at 10:02 a.m. Chair Reuther 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

No public comments were stated.

ACTION ITEMS

1. Minutes of Meeting of September 22, 2022

The Board adopted the following motion:

MOTION by *Mr. Shifflet*, seconded by *Ms. Arkoosh*, to approve the minutes of September 22, 2022.

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

2. Transportation Improvement Program (TIP) Actions

Jesse Buerk, DVRPC Manager, Office of Capital Programs, presented the following TIP actions to the Board:

- a. PA23-01: Stockton Avenue over Aquetong Creek (CB #36) (Act 13) (MPMS #103614), Bucks County

Bucks County has requested that DVRPC amend the FY2023 TIP for Pennsylvania by adding a new bridge project to the TIP totaling \$1,650,000 from Bucks County's Act 13 allocation: Stockton Avenue over Aquetong Creek (CB #36) (Act 13) (MPMS #103614). Funds will be programmed as follows:

- FY23: Preliminary Engineering (PE): \$50,000
- FY23: Final Design (FD): \$50,000
- FY23: Construction (CON): \$1,550,000

These are additional funds to the region. Act 13 is State funding from the Marcellus Shale Impact Fee, which is used to fund the cost of replacement or repair of locally owned (county or municipal) at-risk deteriorated bridges.

The Stockton Avenue over Aquetong Creek Bridge was constructed in 1910 and rehabilitated in 1974. It is a three-span reinforced concrete open spandrel arch structure and is the County's longest span bridge currently in operation. The overall structure length is approximately 260 feet. The bridge is currently not weight restricted and is bound by the intersections of West Ferry Street to the North and West Mechanic Street to the South. The curb-to-curb width is 20 feet with five-foot sidewalks on both sides of the bridge. The deck is reinforced concrete. The substructure consists of reinforced concrete abutments and piers. The County has performed repairs to the concrete deck and abutments as recently as 2021 to keep the bridge open. The bridge is also eligible to be listed as a historic landmark on the National Register of Historic Places, and it is located within the New Hope Village Historic District.

The Stockton Avenue over Aquetong Creek Bridge is presently classified in "poor" condition due to the concrete arch superstructure (rating of 4), which is attributable to the advanced deterioration of the concrete arches throughout the spans. The concrete substructure and concrete deck are listed in fair condition (rating of 5) based upon the most recent bridge inspection report.

Based on the condition of the arch structure, the County intends to complete a thorough rehabilitation of the bridge to preserve its structural integrity, extend its useful life, and retain the historic character of the bridge. Anticipated work includes repairs to the arches, floor beams, spandrels, and other structural concrete components that comprise

the superstructure; repairs to the abutments and piers; and application of protective coating once repairs are made to both the superstructure and substructure units. Upon completion of the comprehensive rehabilitation, the "poor" superstructure classification and Structurally Deficient designation will be removed.

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

Favorable recommendation was received from the Regional Technical Committee.

MOTION by *Mr. Harvie*, seconded by *Mr. Shifflet*, to approve TIP action:

PA23-01, Bucks County's request that DVRPC amend the FY2023 TIP for Pennsylvania by adding a new bridge project to the TIP totaling \$1,650,000 from Bucks County's Act 13 allocation: Stockton Avenue over Aquetong Creek (CB #36) (Act 13) (MPMS #103614). Funds will be programmed as follows:

- FY23 Preliminary Engineering (PE): \$50,000
- FY23 Final Design (FD): \$50,000
- FY23 Construction (CON): \$1,550,000

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

b. PA23-02: Parking Improvements Program (MPMS #60540), SEPTA

SEPTA has requested that DVRPC amend the FY2023 TIP for Pennsylvania by increasing the FY23 Engineering/Right-of-Way/Construction (ERC) phase of the Parking Improvements Program (MPMS #60540) by \$18,750,000 (\$15,000,000 prior years unobligated Section 5307/\$3,629,000 State 1514/\$121,000 Local) to support the Conshohocken Station Smart Parking Garage project.

Funds for this project were not able to be obligated under the previous FY2021 TIP. The Conshohocken Station Smart Parking Garage project has received National Environmental Policy Act (NEPA) approval, however, prior year FY20 and FY21 unobligated funds must be shown in FY23 of the TIP as part of SEPTA's grant submission to the FTA in order for SEPTA to obligate the funds.

This project will construct a new "smart" parking garage at SEPTA's Conshohocken Station which will increase parking availability by approximately 500 spaces and will leverage SEPTA capital funds for the station project on the Manayunk/Norristown Regional Rail Line. The garage and the information system to provide real-time parking and travel information is one of the elements of improving multi-modal travel and mitigating congestion as part of the I-76 Integrated Corridor Management project (see MPMS #106662 in the Interstate Management Program). Traffic studies and empirical evidence demonstrate the need to divert traffic on the Schuylkill Expressway between the PA Turnpike (I-276) to the west and US 1 to the east. Parking expansion at

SEPTA's Conshohocken Regional Rail Station will enhance the opportunity to utilize Regional Rail service along this corridor and complement PennDOT's ongoing efforts to manage congestion on the Expressway.

Financial constraint will be maintained by using available funds from prior fiscal years unobligated funds and by adjusting 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. Arkoosh*, seconded by *Ms. Floyd*, to approve TIP action:

PA23-02, SEPTA's request that DVRPC amend the FY2023 TIP for Pennsylvania by increasing the FY23 Engineering/Right-of-Way/Construction (ERC) phase of the Parking Improvements Program (MPMS #60540) by \$18,750,000 (\$15,000,000 prior years unobligated Section 5307/\$3,629,000 State 1514/\$121,000 Local) to support the Conshohocken Station Smart Parking Garage project.

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

c. PA23-03: Maintenance and Transportation Facilities Program (MPMS #102569), SEPTA

SEPTA has requested that DVRPC amend the FY2023 TIP for Pennsylvania by adding a new federal Low or No Emission Program project, the SEPTA Depot Zero-Emission Bus (ZEB) Power Resiliency project, in the amount of \$22,400,000 FTA Section 5339C, and adding the Midvale Depot Electric Bus Infrastructure project back into the TIP in the amount of \$4,300,000 prior year unobligated FTA Section 5339C funds for ERC in FY23, to the Maintenance and Transportation Facilities Program (MPMS #102569).

On August 18, 2022, the Federal Transit Administration announced a grant award for the SEPTA Depot ZEB Power Resiliency project, which includes the design and construction of redundant power infrastructure at the Allegheny, Comly, and Callowhill bus depots to support SEPTA's transition to ZEB's. The project has received NEPA approval, and the funds can now be obligated.

SEPTA is also adding the Midvale Depot Electric Bus Infrastructure project back into the TIP in order to obligate \$4,300,000 of prior year unobligated federal FY2020 FTA Section 5339C funding, which was also a Low-No award. The total cost for the Midvale Depot Electric Bus Infrastructure project is \$5,375,000. The project has received NEPA approval, however, prior year FY20 unobligated funds must be shown in FY23 of the TIP as part of SEPTA's grant submission to the FTA in order for SEPTA to obligate the funds. The project will enable SEPTA to charge ZEB infrastructure at Midvale Depot

utilizing the Broad Street Subway Traction Power System, providing an efficient, resilient, redundant, and scalable source of energy. SEPTA will extend an existing duct by a half-mile from Midvale Depot to its Butler Substation (north of Erie Station), install power distribution equipment at the substation, and reconfigure Midvale Depot to accommodate ZEB infrastructure. Utilizing a 2018 Low-No grant, SEPTA will pilot 10 Hydrogen Fuel Cell Electric Buses (FCEBs) at Midvale that will be the first ZEBs to utilize this infrastructure.

SEPTA's Maintenance and Transportation Facilities Program includes nearly \$400,000,000 of funding over the next 12 years to provide for improvements to bus, rail, and facilities maintenance shops, and office buildings. This program also supports ongoing programs, including the wheel truing program, bus and steel wheel lift programs, underground storage tank replacement program, shop and yard upgrades, and paving improvements. In addition, this program addresses remediation and clean-up activities at select facilities as well as activities that will reduce SEPTA's carbon footprint and enhance SEPTA's commitment to sustainability.

Financial constraint will be maintained as these are additional funds to the region as well as prior year unobligated funds.

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following motion:

MOTION by *Mr. Puchalsky*, seconded by *Ms. Floyd*, to approve TIP action:

PA23-03, SEPTA's request that DVRPC amend the FY2023 TIP for Pennsylvania by adding a new federal Low or No Emission Program project, the SEPTA Depot Zero-Emission Bus (ZEB) Power Resiliency project, in the amount of \$22,400,000 FTA Section 5339C, and adding the Midvale Depot Electric Bus Infrastructure project back into the TIP in the amount of \$4,300,000 prior year unobligated FTA Section 5339C for ERC in FY23, to the Maintenance and Transportation Facilities Program (MPMS #102569).

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

3a. DVRPC FY 2023 Work Program Amendment: Fort Washington Toll Plaza Zip Ramp Weaving Analysis

Keith Hartington, DVRPC Manager, Office of Transportation Studies, explained that Upper Dublin Township Municipal Authority has requested DVRPC evaluate the feasibility and weaving implications of introducing a new ramp from the Fort Washington Interchange of the Pennsylvania Turnpike to Commerce Drive in Upper Dublin Township. Microsimulation software will be used to create Base Year and Build

Condition models. Performance measures collected from the simulations will provide insight as to the impact and effectiveness of the proposed ramp.

Cost and Source of Funds is \$37,400 in additional funds from Upper Dublin Township Municipal Authority.

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following motion:

MOTION by *Ms. Arkoosh*, seconded by *Mr. O'Leary*, to amend:

The FY23 Work Program to include the Fort Washington Toll Plaza Zip Ramp Weaving Analysis.

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

3b. Addition of U.S. EDA Grant Funds to support the Comprehensive Economic Development Strategy (CEDS)

Karen Cilurso, DVRPC Associate Director, Livable Communities, explained that in March 2022, DVRPC secured Economic Development District (EDD) designation from the Economic Development Administration (EDA) of the U.S. Department of Commerce. While EDA is the main economic development agency of the federal government and works with EDDs throughout the country to promote regional cooperation and job growth, DVRPC is the designated liaison between EDA and our member counties and constituent communities. The primary purpose of the EDD is to implement the economic development activities and priorities set forth in the region's Community and Economic Development Strategy (CEDS).

The Comprehensive Economic Development Strategy (CEDS) is a strategy-driven framework to increase economic productivity, diversify local wealth, improve the culture for underrepresented businesses, and increase individual prosperity for the region's residents. This CEDS covers a nine-county region—Bucks, Chester, Delaware, Montgomery, and Philadelphia in Pennsylvania, and Burlington, Camden, Gloucester, and Mercer in New Jersey and developed through guidance and support by the Economic Development Committee made up of public-and private sector representatives

Staff successfully applied for a \$150,000 grant (50% local match) to support CEDS planning for Fiscal Years 2023 and 2024. Staff tasks include committee consensus building, conducting a regional strength, weakness, opportunities and threats (SWOT) analysis, identifying goals and strategies, and authoring and publishing the final plan and deliverable as per U.S. EDA guidelines. Tasks will be included in the Office of Community and Economic Development program.

Cost and Source of Funds is \$75,000 from the U.S.EDA and \$75,000 DVRPC local match.

Chair Reuther commented that she is excited because of the regional opportunities that will be upcoming. Mr. Seymour commented that most regional agencies around the country are now serving as economic development districts to prepare regional scale CEDS and to help coordinate grant applications. EDA does not have a ton of money, certainly not compared to the DOTs, but they have a really broad portfolio; from small infrastructure improvements to workforce training to economic clusters, new business. We welcome the opportunity to help with outreach and coordination.

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following motion:

MOTION by *Ms. Floyd*, seconded by *Mr. Stanuikynas*, to amend:

The FY 2023 UPWP to include the \$150,000 grant awarded from the U.S. EDA to support CEDS planning activities.

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

4. DVRPC Regional Trails Program – Award Adjustments

Shawn Megill Legendre, DVRPC Manager, Regional Trails Program, explained that the following actions on multi-use trail projects are recommended for the Regional Trails Program by DVRPC staff in coordination with county and municipal partners.

1. Reduce existing award for rehabilitation of the Martin Luther King, Jr. Drive Trail by \$500,000. As a result, no award funds will be available to this project. This project is complete and costs have been covered with local and state funds. The awardee was the City of Philadelphia.
2. Increase existing award for construction of Cobbs Creek Trail – Segment B (Phase 1) by \$500,000. As a result, a total of \$850,000 will be available to this project and project will be able to advance into construction. The awardee is the City of Philadelphia.

Taken together these two actions are budget-neutral. The increase for the Cobbs Creek Trail responds to higher than expected construction bids. Taken together these adjustments are budget neutral. Original awards were funded by a grant to DVRPC from the William Penn Foundation.

Favorable recommendation was received from the Regional Technical

Committee.

The Board adopted the following motion:

MOTION by *Mr. Puchalsky, seconded by Mr. Thompson*, to approve:

These two Regional Trails program actions.

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

PRESENTATION ITEMS

5. Transformative Public Engagement with ARPA

Commissioner Val Arkoosh introduced Thomas Bonner and Emma Hertz from Montgomery County who explained that the County used the opportunity of its ARPA funds as a platform for engagement, implementing transformative initiatives led and informed by County communities.

6. One Minute Reports

Sean Thompson, NJDCA, reported that he will be retiring as of Monday, October 31.

Mike Russo, NJDOT, reported that spending authority for the funds that were provided by the Federal Government as part of the continuing resolution is good through the middle of December. The spending authority that we receive should bring us beyond that. The books were open back up on October first, so as far as the pilot program we are back in business. With regards to the local aid programs our Transportation Alternatives program applications are being received through November 3. There is a prerequisite, that every applicant meet and have a one on one with DOT staff. That is a program that is funded at fifty million dollars this time around. Our Local Freight Impact Fund is accepting applications through December 12. That is funded at about \$30 million, using federal funds.

Jeffry Nielsen, NJ Governor's Office, congratulated Mr. Thompson on his retirement. Mr. Nielsen thanked DVRPC for all of the effort and work put into the Board meetings.

Tom Stanuikynas, Burlington County, congratulated Mr. Thompson on his retirement.

Leslie Floyd, Mercer County, congratulated Mr. Thompson.

Michael Kolber, City of Trenton, thanked Mercer for sending in the Reconnecting Communities application for Route 29 in the City of Trenton. The City of Trenton adopted and signed a complete streets ordinance. The City of Trenton has requested

flood data from NJDOT in order to move forward with resilience plans. NJDOT denied that request and Mr. Kolber asked for assistance with receiving that information.

Gina Burritt, PA Governor's Appointee, reported that she will be leaving her position as the Governor's appointee and will be taking over as Delaware County's Planning Director.

Brenda Rios, PA Governor's Policy and Planning Office, wished Mr. Thompson well.

Larry Shifflet, PennDOT, congratulated Barry on being awarded the APA PA Chapter Distinguished Service award earlier this month.

Robert Harvie, Bucks County, reported that the county is about to hire an engineer that will be looking to design a plan that connects the Lower Bucks Trail and State Park Trail. Mr. Harvie thanked DVRPC for assistance with looking at traffic at what is now called the Keystone Trade Center, and this was the former United States Steel site. It is now going to be one of the largest e-commerce distribution sites on the east coast of the United States. We are looking forward to working with DVRPC, PennDOT, and some of our municipalities in the area to make sure we are managing what we know is going to be a lot of truck traffic

Brian O'Leary, Chester County, reported that the planning commission is working on countywide trails and public transportation plans. The county is continuing the A Plus Homes events and there will be one in November. This program looks at housing that is affordably priced and how that can be added to the community.

Christine Reuther, Delaware County, reported that Gina Burritt will be joining the county as the new planning director. The county has two community engagement specialists positions open and we just hired one position. We have put out an RFP for Vision Zero work for the county.

Val Arkoosh, Montgomery County, reported that the county is looking at the impact of the \$5 motor vehicle registration fee. Of the 62 structurally deficient bridges that were identified as needing repair with this money, 30 have been repaired or replaced. and others will be fixed during 2022. The remaining 25 are currently in design for engineering. Ms. Arkoosh also invited everyone to the Montgomery Awards celebration which will take place on November 16 at the John James Audubon Center in Audubon Pennsylvania. Ms. Arkoosh also recognized Charles Tornetta, who is retiring this year after serving for 56 years on the planning commission Board.

Chris Puchalsky, City of Philadelphia, reported that the city had a ribbon cutting last weekend in Fairmount Park. It was the final stage of the Park Side Edge project, providing pedestrian and safety improvements connecting East Park side to the iconic Welsh fountain and the Please Touch Museum. Last week Barry Seymour, Lou

Belmonti and several others were at the Enterprise Center, at an event called the Advancing Equitable Infrastructure Opportunity, Small Business Contract Symposium; A Blueprint for Success. The event included a fireside chat with USDOT Secretary Pete Buttigieg, Mayor Kenney and other officials. Lily Reynolds who is a new hire for the City in the position of Director of Infrastructure Strategy will be assisting to try to make sure we are using the IIJA money for road repairs, transit infrastructure, safety, and to make sure that this money is serving residents. She is going to be focused on a diverse workforce and diverse contracting initiatives as well.

Peter Rykard, City of Chester, wished Mr. Thompson well on his retirement.

Lou Millan, NJ Transit, reported that this past quarter has the closest feeling to normal in terms of ridership. Commuter rail is now at about 54%, the Riverline is 62%, Accesslink is 76%, bus is 82%, and the interstate lines are 80%.

Rohan Hepkins, PATCO, reported that ridership is at about 50% and bridges are at 90%. The Franklin Square Station renovation is going well and PATCO will have full ADA accessibility at all stations by year's end.

Gene Porochniak, FHWA PA, thanked DVRPC for the help with the certification review and noted that the team is hard at work on that report which should be sent by the end of the holidays.

Michael Shorr, PA DCED, reported that the Greenway Trails and Recreation applications were reviewed and those decisions were made last month. The multimodal program will go before the board in November. The Stormwater and Sewer program and the H2O program have been recapitalized with ARPA funds, so they are slightly different from previous iterations. The deadline for applications for those programs is December 21.

7. Executive Director's Report

Mr. Seymour reported on the following items:

a. FY24 Work Program Development

Mr. Seymour reported that he shared the table of work program projects that were submitted which includes 23 new projects and 20 continuing projects. We are working to get a draft work program ready for the December Board meeting.

b. Certification Review

Mr. Seymour pointed out that we participated in the certification review on October 12 and 13. Mr. Seymour thanked Board members for their participation.

c. Board Retreat

Mr. Seymour called the Board's attention to the Board Retreat which will be held on December 7, 2022. Mr. Seymour asked Board members to block their calendars for the morning of December 7 at the Convene City View.

d. APA and WTS Awards

Mr. Seymour thanked Larry Shifflet from PennDOT, Patty Elkis, and others for putting him up for the Distinguished Service Award received from the APA PA Chapter. I have also been put up for the WTS Legacy award on December 1.

e. Calendar Year 2023 Board Meeting Dates

Mr. Seymour noted that in the Board package are the proposed Board meeting dates for 2023. We discussed trying to pick four meetings a year that we'd really encourage everyone to be in person. The final schedule will be up to you all and to the new executive director to coordinate that.

f. Regional Trail Program Proposals and Circuit Trail Development

Mr. Seymour reported that proposals for funding for the Regional Trail Program are due November 10. This round is targeted for underserved communities and offers up to \$100,000 for design support and there is no match requirement. DVRPC has also been talking with PennDOT, the counties in PA and others about potential additional resources to support circuit trail development.

g. New Releases -MIT LRP Connections 2050

Mr. Seymour called the Board's attention to a new release; MIT -LRP Connections 2050 Tool.

h. Targeted Outreach to Disadvantaged Communities for Technical Assistance

Mr. Seymour noted that DVRPC has been doing targeted outreach to disadvantaged communities across the region to offer technical assistance. We have heard back from ten different communities, some of which we've met with, some of which we will be meeting with soon and some of those may lead to grant applications through the IIJA; others could just, perhaps lead to TIP projects through our own process, or could lead to other funding.

i) PROTECT and Carbon Reduction Programs and TIP projects

Mr. Seymour reported that both states are working on the PROTECT and Carbon Reduction programs which came about as part of the IIJA. They are specifically targeted around issues of climate change both for resiliency and mitigation on the PROTECT side and reduction of emissions on the carbon reduction side.

j) PA NEVI workshops

Mr. Seymour noted that the NEVI program in Pennsylvania is getting ready to offer funding for the National Electric Vehicle Infrastructure (NEVI) program, and there will be workshops at Montgomery County Community College on November 15 and in our offices on November 22.

k. TOTF/DVGMTF Joint Meeting

A report was provided by Chris King, DVRPC Manager, Office of Transportation Operations Management, explained that a joint meeting with the Transportation Operations Task Force and the Delaware Valley Goods Movement Task Force took place on October 27, 2022. Some of the topics that were covered were truck parking in the region, and the various issues for the commercial vehicle community when dealing with parking for unloading.

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

- (1) Regional Technical Committee
- (2) Transportation Operations Task Force
- (3) Information Resources Exchange Group

OLD BUSINESS

No old business was stated.

NEW BUSINESS

No new business was stated.

There being no further business, the meeting was adjourned at 11:49 p.m. on a

MOTION by Mr. O'Leary, seconded by Mr. Stanuikynas, to adjourn the Board meeting and move into the Executive Committee meeting.

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

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