

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

BOARD COMMITTEE

Minutes of Meeting of May 24, 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 | Rich Brahler |
| 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 | Theresa Ziegler |
| Mercer County | Matthew Lawson |
| City of Chester | Peter Rykard |
| City of Philadelphia | Christopher Puchalsky |
| City of Camden | Ed Williams |
| | June Morton |
| City of Trenton | Jeffrey Wilkerson |
| <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 | Blanca Quinde |
| 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 | Aliyah Stanger |
| <u>DVRPC Co-Counsel</u> | |
| Pennsylvania Co-Counsel (Phone) | Andy Bockis |
| New Jersey Co-Counsel | Tom Coleman |
| <u>DVRPC Staff</u> | |
| Barry Seymour, Patty Elkis, Alison Hastings, Elizabeth Schoonmaker, Karin Morris, Mike Boyer, Greg Krykewycz, Elizabeth Compitello, Jesse Buerk, Rick Murphy, Kwan Hui, Sonia Lee, Shoshana Akins, Elise Turner, Paul Smith, Natalie Cramer, Ben Gruswitz, Logan Axelson, Betsy Mastaglio, Thom Stead, Van Doan, Bill Laidlaw, Tammy Dimeo, Najah Jackson, and Renee Wise. | |
| <u>Guests</u> | |
| Saul Ewing | William Warren |
| Philadelphia International Airport | Jim Tyrrell |
| Laborers Local 332 | Eric Oree |
| Greenman-Pedersen, Inc. | Dave Kuhn |
| PPTF | Ken Boyle |
| Philadelphia Inquirer | Jason Laughlin |
| Governor's Office | Jalila Parker |
| Governor's Office | Nakira Causay |
| Baker Tilly | Andrea Caladie |
| Baker Tilly | Caroline Hipple |

Call to Order - Chair's Comments

Alternate Chair Gary Brune called the meeting to order at 10:03 a.m. Mr. Brune asked if there was any press in the room.

Public Comments on Agenda and Non-Agenda Items

Ken Boyle, PPTF member and resident of Bucks County, commented that we need engaged citizens and skilled government agencies to make tough decisions about how money is spent. What we have are citizens who are not engaged and instead complain and make decisions based on their own set of facts. Government should be a source of real facts. There should be a process by which money is requested publicly and decisions are made above board. The current DVRPC Open Public Records Policy is restrictive and once applications are submitted to DVRPC no good facts come out about the allocation of money and the application selection process. Mr. Boyle asked elected officials to ask for a change to DVRPC's Open Public Records Policy. The 2012 case on DVRPC's website about why the Commission is not subject to Right to Know Law indicates that DVRPC is not subject to common law because DVRPC is not making

decisions based on money. This conclusion seems unreasonable and not based on facts. DVRPC Executive Director Barry Seymour noted that another public comment on a non-agenda item was received from Lori Howard of Burlington County who questioned why the county is currently looking at adding a pedestrian bridge where the Centerton Bridge currently stands. A response from DVRPC and Burlington County was provided.

ACTION ITEMS

1. Minutes of Meeting of April 26, 2018

The Board adopted the following **motion**:

MOTION by *Mr. Remsa* seconded by *Mr. Ritzman*, to approve the minutes of April 26, 2018.

2. Transportation Improvement Program (TIP Actions)

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

a. NJ18-021: Route 47, Bridge over Route 295, (DB #15310), Gloucester County

NJDOT has requested that DVRPC amend the FY2018 – 2021 TIP for New Jersey by removing the \$6,900,000 STBGP funded FY18 Construction (CON) phase from the project, Route 47, Bridge over Route 295 (DB #15310), and by funding the project's CON in the line item, Bridge Deck/Superstructure Replacement Program (DB #03304) for \$6,900,000 NHPP funds in FY18. This action would continue to provide the same amount of federal funds for CON (\$6,900,000) this FY18.

In order to authorize the Route 47, Bridge over Route 295 CON phase by June 30, 2018 this FY18, CON must be funded in the Bridge Deck/Superstructure Replacement Program line item. This project is currently not listed in the State FY2019 Transportation Capital Program, so it does not have authority to make the authorization. Further, the State FY2019 Capital Program is not expected to be approved and released until July 2018, which would delay the project's authorization.

The Route 47 Bridge over Route 295 is located in Westville Borough, Gloucester County. Its superstructure would be replaced.

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

A public comment was received from Leonard Fritz of Gloucester County in support of this project.

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following **motion**:

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

NJ18-021, NJDOT's request that DVRPC amend the FY2018 – 2021 TIP for New Jersey by removing the \$6,900,000 STBGP funded FY18 Construction (CON) phase from the project, Route 47, Bridge over Route 295 (DB #15310), and by funding the project's CON in the line item, Bridge Deck/Superstructure Replacement Program (DB #03304) for \$6,900,000 NHPP funds in FY18. This action would continue to provide the same amount of federal funds for CON (\$6,900,000) this FY18.

b. **PA17-89: Approval of Additional Automated Red-Light Enforcement (ARLE) Round 6 (2016 Funding) Projects, (Various MPMS #s), Various Counties**

PennDOT has requested that DVRPC approve the list of additional projects selected as part of PennDOT's Automated Red-Light Enforcement (ARLE) Program Round 6 and amend the FY2017 – 2020 TIP for Pennsylvania by adding the projects to the PA TIP in FY18. This action adds an additional \$3,962,000 of State Appropriation 244 funding for 9 projects selected as part of ARLE Round 6. \$3,000,000 is for projects in the City of Philadelphia; \$409,000 is for projects in Bucks County; and \$553,000 is for projects in Chester 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. Projects were scored by PennDOT using criteria that included project benefits and effectiveness, cost, local and regional impact, and cost sharing.

In addition to the \$3,641,000 to advance 11 ARLE projects that was initially approved in 2016, the DVRPC Region has been awarded \$3,962,000 to advance the following 9 projects:

Bucks County

- **Lower Makefield Township Traffic Signal Upgrade** (MPMS #109910) - \$260,000 to modernize traffic signal equipment, add emergency pre-emption,

and upgrade pedestrian facilities for a traffic signal between school zones at the intersections of Big Oak Road (SR 2024) and Makefield Road.

- **Lower Southampton Township Pedestrian Improvement** (MPMS #109912) - \$149,000 to install a Rectangular Rapid Flashing Device at the intersection of Bustleton Pike (SR 0532) and Bridle Path Lane (T-514).

Chester County

- **Easttown Township Adaptive Signal System** (MPMS #109909) - \$553,000 to install an adaptive signal control system at four signalized intersections along Lancaster Avenue, including fiber optic interconnection.

City of Philadelphia

- **Roosevelt Boulevard Bus Rapid Transit (BRT) Pedestrian Safety Improvements** (MPMS #109903) - \$300,000 to modify critical intersections along Roosevelt Boulevard to help slow traffic, improve sight distance between drivers and pedestrians, and provide safer pedestrian connections to transit stops.
- **Philadelphia Historic Streets Restoration** (MPMS #109902) - \$200,000 to provide for the restoration of a small portion of the City of Philadelphia's inventory of streets classified as historic, many of which are paved with cobblestones, Belgian block, wood block, brick, or other historic materials. Restoration will improve vehicular flow including bicycles, assure that crosswalks can be negotiated by persons in wheelchairs or pulling or pushing other wheeled devices, and reduce tripping hazards for pedestrians in crosswalks.
- **Philadelphia Citywide Rectangular Rapid Flashing Beacons** (MPMS #109907) - \$500,000 to identify non-signalized intersections or mid-block locations with heavy pedestrian movements and install Rectangular Rapid Flashing Beacons.
- **Philadelphia Citywide Intersection Modifications** (MPMS #109906) - \$1,200,000 to identify locations and implement intersection modifications to help slow traffic, improve sight distance between drivers and pedestrians, and reduce pedestrian vulnerability by reducing pedestrian crossing time.
- **Philadelphia Citywide Pedestrian Countdown Signals** (MPMS #109905) - \$500,000 to procure and install pedestrian countdown signals at intersections throughout the City of Philadelphia where previously none existed or with outmoded signal heads, in order to make crossing intersections safer for pedestrians.
- **Eakins Oval Low Cost Safety Projects** (MPMS #109904) - \$300,000 to design and construct low cost improvements for the Spring Garden Street Tunnel (that passes under Eakins Oval) and approximately 15 intersections on and around Eakins Oval.

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

PA17-89, PennDOT's request that DVRPC approve the list of additional projects selected as part of PennDOT's Automated Red-Light Enforcement (ARLE) Program Round 6 and amend the FY2017 – 2020 TIP for Pennsylvania by adding \$3,962,000 of State Appropriation 244 funded projects to the PA TIP in FY18.

Bucks County:

- 1) Lower Makefield Township Traffic Signal Upgrade (MPMS #109910) - \$260,000 State 244 in FY18.
- 2) Lower Southampton Township Pedestrian Improvement (MPMS #109912) - \$149,000 State 244 in FY18.

Chester County:

- 3) Easttown Township Adaptive Signal System (MPMS #109909) - \$553,000 State 244 in FY18.

City of Philadelphia:

- 4) Roosevelt Boulevard Bus Rapid Transit (BRT) Pedestrian Safety Improvements (MPMS #109903) - \$300,000 State 244 in FY18.
- 5) Philadelphia Historic Streets Restoration (MPMS #109902) - \$200,000 State 244 in FY18.
- 6) Philadelphia Citywide Rectangular Rapid Flashing Beacons (MPMS #109907) - \$500,000 State 244 in FY18.
- 7) Philadelphia Citywide Intersection Modifications (MPMS #109906) - \$1,200,000 State 244 in FY18.
- 8) Philadelphia Citywide Pedestrian Countdown Signals (MPMS #109905) - \$500,000 State 244 in FY18.
- 9) Eakins Oval Low Cost Safety Projects (MPMS #109904) - \$300,000 State 244 in FY18.

c. PA17-90: City ADA Ramps Project, (MPMS #96109), City of Philadelphia

PennDOT has requested that DVRPC amend the FY2017 – 2020 TIP for Pennsylvania by decreasing the CON phase of the City ADA Ramps Project, (MPMS #96109), by \$5,419,000 and decreasing the programmed CON funds as follows: FY18: \$855,000 STP/\$214,000 Local; FY19: \$3,480,000 STU/\$870,000 Local. The decrease in CON funding is the result of low bid cost savings and does not represent a change in the project's scope.

The City ADA Ramps Project includes the design and construction of ADA ramps that were originally included in the scope of other Federal Aid projects, such as, but not limited to Citywide Resurfacing #101 (MPMS #72446) and Citywide Resurfacing #103 (MPMS #91837). The ramps would have typically been included as design-build items in the project contracts, however, in some instances, the urban context of the ADA ramp locations warranted further coordination or study. To allow the original construction projects to proceed in a timely fashion, these ramps were pulled from the original construction contracts, and will now be addressed by this project.

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. Puchalsky*, seconded by *Ms. Burritt*, that the Board approve the following TIP action:

PA17-90, PennDOT's request that DVRPC amend the FY2017 – 2020 TIP for Pennsylvania by decreasing the CON phase of the City ADA Ramps Project, (MPMS #96109), by \$5,419,000 and decreasing the programmed CON funds as follows: FY18: \$855,000 STP/\$214,000 Local; FY19: \$3,480,000 STU/\$870,000 Local.

2d. PA17-91: Frankford Avenue Study, (MPMS #111067), City of Philadelphia

PennDOT has requested that DVRPC amend the FY2017 – 2020 TIP for Pennsylvania by adding a new \$300,000 project, the Frankford Avenue Study, (MPMS #111067), to the TIP for STUDY (\$300,000 State 581) in FY19.

Frankford Avenue, otherwise known as State Route (SR) 2007/US 13, is one of the main commercial corridors in Northeast Philadelphia, serving both residents and visitors. However, the current configuration of Frankford Avenue allows for high vehicle speeds, has few pedestrian crossings, lacks consistently maintained sidewalks, and has little infrastructure for bicyclists. There is also minimal stormwater management and an

abundance of curb cuts and commercial loading areas in the right-of-way. These factors combine to make the pedestrian experience unpredictable along Frankford Avenue, especially between Cheltenham Avenue and Rhawn Street.

This study will analyze the conditions along Frankford Avenue between Cheltenham Avenue and Rhawn Street with the goal of improving safety and predictability for all users. It will examine opportunities to slow vehicular traffic, improve pedestrian safety and walkability, mitigate current loading challenges, designate space for bicyclists, and integrate stormwater management. The plaza at the intersection of Frankford and Cottman Avenues serves as a gathering space for residents during special events, which can range in size from small festivals to large gatherings like the Philadelphia Eagles Super Bowl celebration, when approximately 30,000 fans gathered there to celebrate. Given these pedestrian concerns, this study will also focus on multimodal operations at and around the Cottman and Frankford Avenue plaza. It will explore parking issues along the corridor as well as the impact of any recommendations on the existing public transportation that currently uses Frankford Avenue, particularly the Route 66 trackless trolley.

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.

Chris Puchalsky, City of Philadelphia, thanked PennDOT for their commitment to safety. Executive Director Barry Seymour noted that the intersection of Frankford and Cottman Avenues is a very important area in the city and a lot of people were in this area after the Eagles Super Bowl win.

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following **motion**:

MOTION by *Mr. Puchalsky*, seconded by *Mr. Madden*, that the Board approve the following TIP action:

PA17-91, PennDOT's request that DVRPC amend the FY2017 – 2020 TIP for Pennsylvania by adding a new \$300,000 project, the Frankford Avenue Study, (MPMS #111067), to the TIP for STUDY (\$300,000 State 581) in FY19.

3. Regional Streetlight Procurement Program Seed Fund

Elizabeth Compitello, DVRPC Senior Research Analyst, Office of Smart Growth, explained that the Regional Streetlight Procurement Program was launched in 2015, whereby DVRPC worked with 35 municipalities in Pennsylvania to convert their street lighting systems to LED. DVRPC has applied for funding through the Pennsylvania State Energy Plan (Pennsylvania Department of Environmental Protection) to seed the development of a second round of the RSLPP. Through this second round, DVRPC will

work with at least 15 municipalities to convert their streetlights to LED. DVRPC will use the award funds to seed the upfront cost of legal and technical support to the program, and DVRPC will recoup these costs through program user fees. By recouping DVRPC's upfront investment in the project, DVRPC will be able to fund further rounds of the RSLPP as demand allows. DVRPC staff time to develop and manage the RSLPP is included in the Smart Growth Work Program Area. Funding will be \$120,000 from the Pennsylvania State Energy Plan (PADEP).

Kevin Madden, Delaware County, asked about the cost for round one of this program. Ms. Compitello responded that it was about \$13.8 million. Mr. Madden asked about the savings over that time. Ms. Compitello responded that the savings was about \$16 million net. Mr. Seymour thanked Ms. Compitello and PECO for their involvement with this project. Jody Holton, Montgomery County, asked when the second round will be available. Ms. Compitello responded that the launch date will likely be in late summer with a kickoff event in late June to get municipal interest.

Favorable recommendation was received from the Regional Technical Committee contingent on approval from DEP.

The Board adopted the following **motion**:

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

The Regional Streetlight Procurement Program Seed Fund contingent on approval of the funding from PA DEP and add the *Regional Streetlight Procurement Program* to the FY 2019 Work Program.

4. CMAQ Congestion Performance Measure Targets

Mike Boyer, DVRPC Associate Director, Comprehensive Planning, explained that 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 per capita, 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 and DVRPC staff has worked with multiple State Departments of Transportation

and Metropolitan Planning Organizations to develop targets for percentage non-SOV travel (baseline, 2-year target, and 4-year target) and annual peak-hour excessive delay per capita (4-year target only) for the respective urbanized areas.

DVRPC Executive Director Barry Seymour thanked Mr. Boyer for explaining a very complicated matter. Mr. Seymour noted that if the proposed rule on using urbanized areas as the framework for regional planning had not been eliminated, DVRPC would have to coordinate our long - range plan and all TIP actions with seven MPOs in potentially six states. Mr. O'Leary, Chester County, asked if there was a correlation between unemployment and congestion. Mr. Boyer responded that for this a correlation was not examined. Mr. Seymour commented that if you look at the recession there was clearly a correlation between the two but data was only available for 2016 and 2017 and therefore could not provide insight into the relationship. Jeffrey Wilkerson, City of Trenton, asked for more clarification on the Trenton-Mercer data and why it was not included. Mr. Boyer explained that for this measure that area is considered part of the New York urbanized area and will therefore have a separate analysis. Mr. Seymour noted that the Philadelphia urbanized area ends at the river and does not include Trenton-Mercer but includes Gloucester, Camden, and Burlington Counties. Val Arkoosh, Montgomery County, asked about the potential consequences of not meeting the targets. Mr. Boyer responded that it would require an action plan for not meeting air quality but for not meeting the safety targets it would require DVRPC to take money from somewhere else that is equal to that of the HSIP funding. Mr. Madden asked if there has been any consideration of developing a scorecard for the TIP projects on congestion, safety, environmental sustainability, increasing trip capacity, and other things to help us focus our thinking. Mr. Seymour responded that we have TIP evaluation criteria but it is hard to quantify every measure for every target. We are not set up for that rigorous an analysis of this for every project. Chris Puchalsky, City of Philadelphia, asked if the PHED measure will be available at the local and county levels. Tom Edinger, DVRPC Senior Planner, responded that the data can be aggregated at the local level. Gary Brune, NJDOT, asked if this measures travel to work or total travel and wondered about the relationship between peak hour travel in New York as compared to Philadelphia. Mr. Boyer responded that it measures total travel and that New York shows more transit ridership and more pedestrian travel than the Philadelphia urbanized area.

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following **motion**:

MOTION by *Mr. Madden*, seconded by *Mr. Lawson* that the Board adopt:

The CMAQ congestion performance measure targets for percentage non-SOV travel and annual peak-hour excessive delay per capita for the Philadelphia and New York

urbanized areas that were collaboratively developed and agreed upon by State DOT and MPO planning partners.

| | Baseline | 2-Year Target | 4-Year Target |
|--|-----------------|----------------------|----------------------|
| Philadelphia PA-NJ-DE-MD Urbanized Area | | | |
| Percentage Non-SOV Travel | 27.9% | 28.0% | 28.1% |
| Annual Peak-Hour Excessive Delay/Capita | --- | --- | 17.2 Hours/Capita |
| New York NY-NJ-CT Urbanized Area | | | |
| Percentage Non-SOV Travel | 51.6% | 51.6% | 51.7% |
| Annual Peak-Hour Excessive Delay/Capita | --- | --- | 22.0 Hours/Capita |

INFORMATION ITEM

5. Nominating Committee Report: Proposed Candidates for Fiscal Year 2019 DVRPC Board Officers

DVRPC Executive Director Barry Seymour announced that the nominating committee has nominated candidates for Fiscal Year 2019 (July 1, 2018 through June 30, 2019) DVRPC Board Officers. Nominations were also available to be taken from the floor. Elections will take place at the regular June Board Meeting. The recommended candidates are as follows:

Chair, Nedra Ralston, Pennsylvania Governor's Policy and Planning Office
 Vice Chair, TBA (must be a local representative from New Jersey)
 Treasurer, Sean Thompson, New Jersey Department of Consumer Affairs
 Secretary, Mark Squilla, City of Philadelphia

No nominations were received from the floor.

PRESENTATION ITEM

6. Modern Trolley Station Design Guide

Logan Axelson, DVRPC Transportation Planner, Transit, Bike, and Pedestrian Planning, presented his office's work assisting SEPTA, the City of Philadelphia and Delaware County in preparing for SEPTA's future trolley vehicle replacement ("trolley modernization"), including the recently completed Modern Trolley Station Design Guide.

The Guide provides practitioners with guidance on the design parameters needed for modern trolley stations.

Rohan Hepkins, PATCO, asked the estimated time of completion. Mr. Axelson responded that it will depend on SEPTA and that it should happen within the next decade. Elizabeth Smith, SEPTA, commented that SEPTA will have a phased approach to trolley replacement and that replacement is in the capital budget through 2029. Mr. Hepkins asked what infrastructure changes would be needed and if the routes will be the same as the city routes. Mr. Axelson responded that an 80 foot by 8.5 foot platform would be needed to accommodate the trolleys. On the Media/Sharon Hill lines some of the current lines fit and therefore some but not all would need to be reexamined. Ms. Smith commented that the vehicles themselves are a big piece of this and that in the next few months SEPTA will be asking for RFPs on vehicle designs. Kevin Madden, Delaware County, commented that traffic calming is an aspect to having trolleys and from an ADA compliance perspective it is an issue. Ms. Smith thanked DVRPC for looking at this.

DISCUSSION ITEM

9. One Minute Reports

Rohan Hepkins, PATCO, reported that PATCO is upgrading the TPM fare system so that it can be more state of the art. Credit and debit transactions will not be available at stations during this transition. The car overhaul system is ongoing and only six old cars are in service right now.

Barbara Holcomb, DRPA, reported that DRPA has hired eight new ambassadors to help with the increase in summer recreational riders.

Jim Ritzman, PennDOT, thanked Mr. Seymour for including the list of Transportation Alternative Improvement projects in the Board packets.

Chris Puchalsky, City of Philadelphia, reported that there will be a public meeting on June 19 for the Upper Northwest District Plan.

Valerie Arkoosh, Montgomery County, reported that the county just had its AAA bond rating restored by Moody's.

Mark Remsa, Burlington County, reported that the county is close to its preserved land goal of 71,000 acres. The county is currently at 63,000 acres.

10. Executive Director's Report

a. PA Transportation Alternatives Awards

Mr. Seymour called the Board's attention to a list of Transportation Alternatives Improvement project awards that were recently announced and are included in the Board packets.

b. TCDI Applications and Processes

Mr. Seymour noted that TCDI applications have come in and are being reviewed. The selections will come back to the Board next month. Mr. Seymour commented that with regards to Mr. Boyle's earlier public comments, there are good reasons not to release the applications and information about the applications until the selections are made because DVRPC does not want to give an unfair advantage to any planning or engineering companies and we do not want any unfair pressures on the review committee.

c. EDD Application

Mr. Seymour thanked Board members for their assistance with support letters and noted that DVRPC is almost finished putting together the necessary elements for the Economic Development District applications.

d. Circuit Trails Status Report

Mr. Seymour reported that a Circuit trails status report is in the Board packets. One notable graphic in the report shows that with federal, state, local, and foundation funding the Circuit trails program has generated \$300 million for trails, since 2010.

e. Future Cities

Mr. Seymour noted that at the May RTC meeting students from the Penn Wood middle school came to present their award winning model on Cities of the Future as part of the Future Cities competition. The students answered questions about their model city and asked questions of the RTC.

f. Air Quality Partnership Anti-Idling Program

Mr. Seymour noted that on May 10 DVRPC and the Air Quality Partnership had an event to mark the installation of signs on anti-idling for cars and school buses in conjunction with the School District of Philadelphia and George Washington High School.

g. Traffic Incident Management Conference

Mr. Seymour called the Board's attention to the Traffic Incident Management Conference which took place at Citizens Bank Park on May 16. The theme was Working Together Makes Us Better Prepared. The Conference brought together local and state police, fire, EMS, DOTs, towing operators, and more. There were over 300 attendees and there was a great presentation from Sergeant Robert Bemis who told his story

about stopping to help a motorist on the side of the road while off duty and being struck by a car. He suffered extensive injuries but rehabilitated and returned to the force.

h. TIP and Conformity Public Meeting

Mr. Seymour reported that there is a TIP and Conformity Public Meeting today at DVRPC at 4:00 p.m.

i. Climate Adaptation Forum

Mr. Seymour called the Board's attention to the Climate Adaptation Forum being held at DVRPC on June 5 from 9:00 a.m. to 12:00 p.m. The topic is Climate Change and Flood Insurance.

j. Mid-Atlantic Roundtable

Mr. Seymour noted that he and John Ward will be attending the Mid-Atlantic Roundtable on June 19 in Baltimore. This is a program that DVRPC has participated in with other MPOs to compare notes.

k. Eastern Freight Summit

Mr. Seymour noted that on June 21 there will be an Eastern Freight Summit at Lehigh University. A flyer is in the Board folders.

l. Board Retreat

Mr. Seymour asked Board members to mark their calendars for the Board retreat on September 27. There will be a regular Board meeting in the morning and details about the day will be forthcoming.

m. Certification Review

Mr. Seymour reported that DVRPC will be undergoing a Federal Certification Review on October 12 to ensure we are meeting our federal requirements. Federal agencies have asked to meet with Board members on the morning of October 12. Mr. Seymour asked Board members to mark their calendars.

n. Diversity and Inclusion at DVRPC

Mr. Seymour called the Board's attention to a diversity and inclusion memo in the Board packets. The memo includes information on some steps DVRPC has taken to advance diversity and inclusion initiatives and things that DVRPC plans to do. The Commission has issued an RFP for a Diversity and Inclusion consultant to help us to explore issues and actions we can take. We will be coming to the Executive Committee in July with a consultant selection for your review.

o. New Releases

Mr. Seymour reported that DVRPC has some new releases including: Blackwood-Clementon Road Pedestrian and Bicycle Safety Audit, 2016 Aircraft Counting Operations, and Modern Trolley Station Design Guide.

7. Committee Reports

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

- (1) Regional Technical Committee
- (2) Central Jersey Transportation forum
- (3) Healthy Communities Task Force

OLD BUSINESS

No old business was stated.

NEW BUSINESS

No new business was stated.

There being no further business, the meeting was adjourned at 11:32 a.m. on a **MOTION** by *Mr. O'Leary*, seconded by *Mr. Remsa*.

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