

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

BOARD COMMITTEE

Minutes of Meeting of June 28, 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
	Lewis Daidone
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	Evan Stone
	Rich Brahler
Chester County	Michelle Kichline
	Brian O'Leary
Delaware County	Kevin Madden
	Linda Hill
Montgomery County	Valerie Arkoosh
	Jody Holton
Burlington County	Mark Remsa
Camden County	Louis Cappelli
	Andrew Levecchia
Gloucester County	Theresa Ziegler
Mercer County	Leslie Floyd
City of Chester	Peter Rykard
City of Philadelphia	Mark Squilla
City of Camden	Ed Williams
	June Morton
City of Trenton	Jeffrey Wilkerson

Non-Voting Members

Federal Highway Administration New Jersey Division	(not represented)
Pennsylvania Division	(not represented)
U.S. Department of Housing and Urban Development, Region III	(not represented)

U.S. Environmental Protection Agency, Region II	(not represented)
U.S. Environmental Protection Agency, Region III	(not represented)
Federal Transit Administration, Region III	(not represented)
Southeastern Pennsylvania Transportation Authority	Liz Smith
New Jersey Transit Corporation	Lou Millan
New Jersey Department of Environmental Protection	(not represented)
Pennsylvania Department of Environmental Protection	(not represented)
Delaware River Port Authority	(not represented)
Port Authority Transit Corporation	Rohan Hepkins
New Jersey Office of Planning Advocacy	(not represented)
Pennsylvania Department of Community and Economic Development	Michael Shorr
<u>DVRPC Co-Counsel</u>	
Pennsylvania Co-Counsel (Phone)	William Warren
New Jersey Co-Counsel	Tom Coleman
<u>DVRPC Staff</u>	
Barry Seymour, Patty Elkis, Alison Hastings, Elizabeth Schoonmaker, Karin Morris, Mike Boyer, Greg Krykewycz, Sean Greene, Karen Cilurso, Jesse Buerk, Rick Murphy, Kwan Hui, Sonia Lee, Shoshana Akins, Elise Turner, Paul Smith, Natalie Cramer, Stacy Bartels, Erin Burke, Brett Fusco, Chris Pollard, Christina Arlt, Van Doan, Tom Keenan, Najah Jackson, and Renee Wise.	
<u>Guests</u>	
PCPC	Eleanor Sharpe
US Senator Bob Casey's Office	Sara Flynn
PennDOT Central Office	Eugene Porochniak
Greenman-Pedersen, Inc.	Dave Kuhn
Dewberry	Juanita Rowe
Cheltenham Citizen	Bridget Chadwick
City of Chester	Reverend Glen Benson
Residents for Regional Traffic Solutions, Inc.	Sue Herman
Alta Planning and Design	Adam Supplee

Call to Order - Chair's Comments

Alternate Chair Gary Brune called the meeting to order at 10:07 a.m. Mr. Brune asked if there was any press in the room. Mr. Brune introduced Lewis Daidone, NJDOT's Assistant Commissioner for Finance and Administration, and noted that he will be working with DVRPC going forward.

Public Comments on Agenda and Non-Agenda Items

Public comments were stated by Bridget Chadwick of Cheltenham Township. Ms. Chadwick suggested that short-range greenhouse gas (GHG) reduction targets should be included in the front pages of DVRPC's Transportation Improvement Program (TIP). She commented that she would like to emphasize the importance of short-term target

levels; the long-term goal for 2050 is too far off in the future. Ms. Chadwick suggested that DVRPC adds a target rate of reduction. As Bill Nye, the “Science Guy”, says in the foreword of Dr. Michael Mann’s book, ‘The Hockey Stick and the Climate Wars’ “it’s not the amount of [carbon dioxide] per se that matters... it’s the *rate* at which the level is increasing. It is the *speed* at which the world is warming that is so very important”. Ms. Chadwick also commented that the region’s transportation sector GHG emissions have remained at about 22 million metric tons of CO2 equivalent for 2005, 2010 and 2015 in DVRPC’s long-range plan, *Connections 2045*. She suggested that a summary of historic trends should be posted with short-term reduction targets. Ms. Chadwick noted that DVRPC agrees that transportation sector emissions have remained flat but did not comment on adding a summary of GHG trends to the TIP. Ms. Chadwick suggested that a graph or chart of historic GHG trends would help people: (1) understand the progress being made/not made in the transportation sector; and (2) evaluate the goals of transportation sector improvements listed in DVRPC’s TIP. She noted that in the response to her April 25th comment, DVRPC points out that “almost all of the transportation in our region is fueled by gasoline or diesel fuel” and that DVRPC’s Office of Energy and Climate Change Initiatives has a project “to encourage and accelerate the transition to electric vehicles (EV)” which, on a lifecycle basis, emit “much lower GHG emissions” than internal combustion engines running on gasoline or diesel fuel. Ms. Chadwick noted that based on data she’s collected from the U.S. Department of Energy’s Alternative Fuel Data Center (AFDC), an electrically fueled vehicle in Pennsylvania emits about 68% less GHG than a gasoline powered vehicle. This is good news, but in New Jersey the emissions reduction is even better. Electric vehicles in New Jersey emit about 79% less than a gasoline powered vehicle. (The assumptions for the AFDC calculations such as vehicle fuel efficiency and fuel carbon intensity along with data sources are provided with the AFDC analysis). As the region’s electricity mix shifts from fossil fuel to renewable energy these percentages will approach 100%. Ms. Chadwick commented that she encourages DVRPC to make sure that simple carbon science facts about transportation energy are added to electric vehicle program literature and that staff work with the many environmental groups and citizens who want to see climate change solutions, such as EV readiness, implemented swiftly.

ACTION ITEMS

1. Minutes of Meeting of May 24, 2018

The Board adopted the following **motion**:

MOTION by *Mr. Ritzman* seconded by *Mr. Remsa*, to approve the minutes of May 24, 2018.

2. Transportation Improvement Program (TIP Actions)

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

a. NJ18-030: River LINE Tier 4 Engine Retrofit Project, (DB #T701), NJ TRANSIT

NJ TRANSIT has requested that DVRPC amend the FY2018 TIP for New Jersey by adding a project, River LINE Tier 4 Engine Retrofit Project, (DB #T701), back into the TIP for \$14,000,000 unobligated prior year flexed CMAQ funds provided to NJ TRANSIT by NJDOT from FY16 (\$7,500,000) and FY17 (\$6,500,000) in FY18 Capital Acquisition Phase (CAP). Per the Federal Transit Administration (FTA) direction, NJ TRANSIT is required to show funds in the TIP program year that the NJ TRANSIT grant application will submit to FTA for obligation of funds. Unlike the Highway Program, federal funds for the Transit Program are not “use it or lose it” each federal fiscal year. These CMAQ funds were provided directly to NJ TRANSIT and were not part of DVRPC’s Competitive CMAQ program.

The \$14 million will provide for the retrofit of all 20 River LINE self-propelled diesel cars by replacing their original Tier 1 diesel engines with new Tier 4 engines. The proposed engine replacements are expected to result in significant emissions reduction and is a lower cost alternative to vehicle replacement. River LINE’s existing vehicle fleet consists of all Tier 1 engines that have been in service since its March 2004 opening. Tier 1 standards were adopted by the EPA in 1994 and were the first federal standards for new non-road (or off-road) diesel engines. Since then, emissions standards have become more stringent. The Tier 4 emission standards introduced substantial reductions of nitrogen oxide (NOx) and Particulate Matter (PM) as well as more stringent Hydrocarbon (HC) limits. Hence, the new Tier 4 engines for the River LINE will meet current emission standards.

The River LINE is NJ TRANSIT’s only diesel light rail line and is a 34-mile (55 km) light rail service operating between Trenton and Camden in New Jersey. It is used by over 2.8 million passengers a year.

Financial constraint will be maintained as these are unobligated prior year funds that were additional funds provided to the DVRPC region from NJDOT and flexed (transferred) from FHWA to FTA in 2016 (TIP Action NJ16-042 from previous FY2016 TIP).

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following **motion**:

MOTION by *Mr. Remsa*, seconded by *Mr. Thompson*, that the Board approve the following TIP action:

NJ18-030, NJ TRANSIT’s request that DVRPC amend the FY2018 TIP for New Jersey by adding a project, River LINE Tier 4 Engine Retrofit Project, (DB #T701), back into the

TIP for \$14,000,000 unobligated prior year flexed CMAQ funds provided to NJ TRANSIT by NJDOT from FY16 (\$7,500,000) and FY17 (\$6,500,000) in FY18 Capital Acquisition Phase (CAP).

b. **PA17-93: SEPTA Bus Purchase Program, (MPMS #90512), Various Counties**

SEPTA has requested that DVRPC amend the FY2017 TIP for Pennsylvania by increasing the FY18 PUR (Purchase) phase of the SEPTA Bus Purchase Program, (MPMS #90512), by \$14,749,000 (9,307,000 Section 5307/\$2,492,000 Section 5339/\$2,855,000 State 1514/\$95,000 Local). Funding is being increased to reflect current program needs. These federal funds are additional to the region. There is a total of \$17,727,000 additional federal funds being added to the DVRPC TIP in FY18 due to FAST Act authorization and the Transportation, Housing and Urban Development, and Related Agencies Appropriations Act of 2018.

This program provides for the annual acquisition of different sized buses based upon needs and route characteristics, including vehicles that have exceeded their useful life and are in need of replacement. The current bus fleet consists of a variety of buses ranging from 60-foot articulated and 40-foot buses for City Transit and Suburban service routes to 27-Foot and 30-foot buses for contracted service routes. Between FY17 and FY20, SEPTA will purchase five hundred twenty-five (525) 40-foot hybrid-diesel buses to replace SEPTA's existing 2000-2004 NABI 40-foot buses, which will have exceeded their useful service life of 12 years by the time of replacement. This action will help SEPTA pay off the procurement of the 525 40-foot hybrid-diesel New Flyer buses faster.

Funding for this Bus Purchase Program is also provided from MPMS #65109, FHWA Transit Flex to SEPTA. State Bond funds programmed in MPMS #90512 each year will be applied as a state match for the "Flex" highway funds programmed in MPMS #65109, which are transferred to FTA.

Financial constraint will be maintained by making adjustments to other existing TIP projects whose schedules or costs have changed. There is also additional funding to the region due to FAST Act funding authorization and the Transportation, Housing and Urban Development, and Related Agencies Appropriations Act of 2018. 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. Ritzman*, seconded by *Ms. Burritt*, that the Board approve the following TIP action:

PA17-93, SEPTA's request that DVRPC amend the FY2017 TIP for Pennsylvania by increasing the FY18 PUR (Purchase) phase of the SEPTA Bus Purchase Program, (MPMS #90512), by \$14,749,000 (9,307,000 Section 5307/\$2,492,000 Section 5339/\$2,855,000 State 1514/\$95,000 Local).

c. PA17-94: City of Philadelphia Act 13 Bridge: Pine Road Bridge over SEPTA, (MPMS #17521), City of Philadelphia

The City of Philadelphia has requested that DVRPC amend the FY2017 TIP for Pennsylvania by adding a new local bridge project, Pine Road Bridge over SEPTA, (MPMS #17521) to the TIP for a total of \$2,400,000, using a portion of the City of Philadelphia's Act 13 allocation from 2014 and 2015, programmed as follows: \$240,000 PE in FY18, \$160,000 FD in FY20, and \$2,000,000 CON in FY22. These are additional funds to the region.

The Pine Road Bridge over SEPTA's (abandoned) Newtown Branch, north of Rhawn Street in Fox Chase (City Bridge No. 194), is designated as Structurally Deficient (SD) with a weight restriction for 20 tons and a sufficiency rating of 62, and requires a full superstructure replacement. The purpose of this project is to rehabilitate the bridge to prolong its useful life and prevent continued deterioration that could lead to a bridge closure, to remove its weight restriction, and to remove the SD designation.

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

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following **motion**:

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

PA17-94, the City of Philadelphia's request that DVRPC amend the FY2017 TIP for Pennsylvania by adding a new local bridge project, Pine Road Bridge over SEPTA, (MPMS #17521) to the TIP for a total of \$2,400,000, using a portion of the City of Philadelphia's Act 13 allocation from 2014 and 2015, programmed as follows: \$240,000 PE in FY18, \$160,000 FD in FY20, and \$2,000,000 CON in FY22.

d. PA17-95: PA 452, Market Street Bridge Over Northeast Corridor, (MPMS #15406), Delaware County

PennDOT has requested that DVRPC amend the FY2017 TIP for Pennsylvania by increasing the utility phase of the PA 452, Market Street Bridge Over Northeast Corridor project, (MPMS #15406), by \$5,500,000 (FY18: \$2,607,000 NHPP/\$652,000 State 185, FY19: \$1,793,000 NHPP/\$448,000 State 185). The total cost for all phases of the PA

452, Market Street Bridge Over Northeast Corridor project, including Preliminary Engineering, Final Design, Utilities, Right of Way, and Construction would be approximately \$33,000,000 following approval of this proposed action.

The requested cost increase is for additional utility work needed to complete the bridge replacement on PA 452 (Market Street) over the Northeast Corridor Amtrak rail lines, transit parking lots, and associated roadways. The additional utility work includes engineering review cost, support costs for bridge inspection, soil borings, surveys and site investigations, training, division project manager, project developments office, shop drawing reviews, catenary modifications, labor costs, equipment costs (pickup trucks and line trucks), contingency, and environmental risk fee. Amtrak's involvement will be required for the duration of the project, from the start of design through the completion of construction. This will ensure that Amtrak's infrastructure will be effectively integrated with the replacement structure and the surrounding transportation elements. Amtrak is responsible for removing their catenary system from the existing structure. The system will then need to be reprofiled and relocated away from the new replacement structure. Amtrak protection forces will also be needed for the duration of the project. Protection personnel are needed at the site daily due to the high rail service traffic along the corridor. In addition to Amtrak's regional rail service, the SEPTA Wilmington/Newark Regional Rail Line and Norfolk Southern/CSX Transportation freight traffic uses this corridor day and night.

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

A public comment was received from Leonard Fritz of Delaware County asking about what the impacts would be on the flow of traffic during this project's duration. He requested assurances that any detours not immensely degrade the current traffic conditions in the area, and if there are that they be marked/designated for the motorists' stuck in the traffic jams. A response from the DVRPC Office of Capital Programs, and PennDOT followed stating that according to the information received from the construction field office; there is one lane in each direction which remains open throughout the duration of the project with few restrictions. There will be two periods of short-term detour, about four weeks each, which has been designed to minimize its impact on the current traffic condition. The detour route will be adequately marked and designated with advance warning signs and the traffic signals timing along the route will also be adjusted accordingly.

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following **motion**:

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

PA17-95, PennDOT's request that DVRPC amend the FY2017 TIP for Pennsylvania by increasing the utility phase of the PA 452, Market Street Bridge Over Northeast Corridor project, (MPMS #15406), by \$5,500,000 (FY18: \$2,607,000 NHPP/\$652,000 State 185, FY19: \$1,793,000 NHPP/\$448,000 State 185).

e. PA17-96: Route 1 Improvement Frontage Corridor (Section RC3), (MPMS #93446), Bucks County

PennDOT has requested that DVRPC amend the FY2017 TIP for Pennsylvania by decreasing the final design phase of the Route 1 Improvement Frontage Corridor (Section RC3) project, (MPMS #93446), by \$6,830,000 (FY18: \$2,213,000 NHPP/\$553,000 State 581; FY19: \$3,234,000 NHPP/\$830,000 State 581). The estimated construction cost for this project is \$12,000,000.

The requested final design cost decrease is due to the design for the Route 1 Improvement – South (MPMS #93444), Route 1 Improvement – North (MPMS #93445), and Route 1 Improvement – Frontage Corridor (MPMS #93446) projects being funded under the parent project, US 1 (Bridges) Design (MPMS #13549). At this time, it has been determined that the design funding is not needed under the individual projects. Design funding for all three Route 1 Improvement sections is currently estimated at \$30,000,000 including previously obligated FD funds. The estimated total construction cost for all three sections of the Route 1 Improvement projects is \$280,000,000.

This specific section, the Route 1 Improvement Frontage Corridor, includes resurfacing, restoration, and rehabilitation to US 1 and the parallel frontage road, reconstruction of one bridge, West Interchange Road over US 1, and the rehabilitation of one bridge, US 1 over Highland Avenue (State Route 2008).

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. Stone*, seconded by *Ms. Floyd*, that the Board approve the following TIP action:

PA17-96, PennDOT's request that DVRPC amend the FY2017 TIP for Pennsylvania by decreasing the final design phase of the Route 1 Improvement Frontage Corridor

(Section RC3) project, (MPMS #93446), by \$6,830,000 (FY18: \$2,213,000 NHPP/\$553,000 State 581; FY19: \$3,234,000 NHPP/\$830,000 State 581).

f. PA17-97: Cherokee Street Bridge over Valley Green Road, (MPMS #111515), City of Philadelphia

The City of Philadelphia has requested that DVRPC amend the FY2017 TIP for Pennsylvania by adding a new \$2,000,000 sSTP funded bridge project, Cherokee Street Bridge over Valley Green Road, (MPMS #111515), to the TIP for PE (\$204,000 sSTP) in FY18; FD (\$136,000 sSTP) in FY19; and CON (\$1,660,000 sSTP) in FY20. These are additional funds to the DVRPC region made available by PennDOT to PA counties that implemented the new \$5 Registration Fee that was a component of the PA Act 89 funding structure (described further below). PennDOT has offered flexibility for this new funding mechanism by allowing the local match for the discretionary sSTP funds to be provided via the county funding provided for the County bridge project that is being advanced with the \$5 Registration Fee revenues. The City of Philadelphia has already begun using revenues collected from the \$5 registration fee to remove the Lefevre Street Bridge over the former course of the Frankford Creek. Design phases are currently underway and will be completed using City capital funds, with Construction to be funded using the \$5 registration fee funds. The total cost of the Lefevre Street Bridge project will be approximately \$2,000,000, meeting the fifty percent match requirement.

Built in 1960, the Cherokee Street Bridge over Valley Green Road is not currently posted, but is considered Structurally Deficient due to substructure issues. It requires abutment repair and reconstruction of the bearing pedestals to avoid posting, remove its structurally deficient status, and extend its useful life. Built in 1941, the Lefevre Street Bridge over the former course of the Frankford Creek is currently posted for 30 tons and is considered Structurally Deficient due to deterioration of the deck. As the bridge is no longer necessary, the crossing would be infilled and a new roadway constructed in its place. It is essential that this work is completed ahead of planned work at I-95 and Bridge Street since it is one of only a few access routes to the City's Bridesburg section.

PA Act 89 established a special fund within the state treasury called the "Local Use Fund." As of January 1, 2015, a county was permitted to pass an ordinance to implement a fee of \$5 for each vehicle registered to an address located in that county. The \$5 county fee is collected by PennDOT at the time a vehicle is initially registered, at time of registration renewal, and at time of transfer of registration plate. These funds will be used by the county for transportation purposes or be allocated by the county in accordance with Section 9010(c) of the Pennsylvania Vehicle Code. In the DVRPC region, Bucks, Chester, Montgomery, and Philadelphia Counties have implemented the \$5 fee.

PennDOT has committed to make funding opportunities available to counties who have taken steps to enhance their transportation networks by passing resolutions to collect

the \$5 Vehicle Registration Fee enabled by Act 89. Initially, \$2,000,000 will be reserved for each county that has passed a resolution, with a 50% local match commitment required to secure the program funding. Any remaining funds after an initial offering would be made available to the rest of those same counties again. If any funds remain after that offering, they would be used for other Local Bridge Bundling programs. This initiative supports the 6,485 locally owned bridges statewide, 2,115 of which are structurally deficient.

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

PA17-97, the City of Philadelphia's request that DVRPC amend the FY2017 TIP for Pennsylvania by adding a new \$2,000,000 sSTP funded bridge project, Cherokee Street Bridge over Valley Green Road, (MPMS #111515), to the TIP for PE (\$204,000 sSTP) in FY18; FD (\$136,000 sSTP) in FY19; and CON (\$1,660,000 sSTP) in FY20.

3. FY 2019 Project Selection for the Transportation and Community Development Initiative (TCDI) Program

Karen Cilurso, DVRPC Manager, Office of Community and Economic Development, explained that the Transportation and Community Development Initiative (TCDI) is an opportunity for the Delaware Valley Regional Planning Commission (DVRPC) to support growth in the individual municipalities of the Delaware Valley through initiatives that implement the region's long-range plan, *Connections 2045* Plan for Greater Philadelphia. Central to this effort is to ensure greater quality of life choices by providing and maintaining essential infrastructure, supporting local and regional economic development, and linking land use and transportation planning.

TCDI provides a mechanism for these municipalities to undertake locally-directed actions to improve their communities, which in turn implements their local and county comprehensive plans and supports the goals and vision of the regional plan. The regional Transportation and Community Development Initiative seeks to support and leverage those programs, by providing funding of a soft cap of \$100,000 for single municipal projects and \$150,000 for multi-municipal projects to local municipalities and counties to undertake planning and early stage design initiatives for projects or programs that improve the efficiency or enhance the regional transportation system and implement the goals of *Connections 2045* the region's long range plan.

For FY 2019, there was \$1.2 million available for Pennsylvania projects and \$600,000 available for New Jersey projects. DVRPC received 39 new project applications; 25 in Pennsylvania and 14 in New Jersey. The funding requests totaled \$1.723 million in Pennsylvania and \$865,360 in New Jersey. The TCDI Review Committee(s) representing the DVRPC counties, state agencies, non-profit organizations, transit agencies, public participation task force, departments of transportation, and academic institutions reviewed the projects and selected funding priorities for the FY 2019 round. Funding for round 14/15(FY 2019) of the TCDI program was provided by FY18 funds from the FY2017 PA TIP and FY18 funds from the FY2018 NJ TIP, which are as follows: \$1,500,000 (\$1,200,000 STU funds/\$300,000 Services in Lieu of Cash (SILOC)) for PA TCDI projects; \$120,000 federal STU/Toll Credit match for PA TCDI program administration; \$750,000 (\$600,000 STBGP-STU funds/\$150,000 Local) for NJ TCDI projects; and \$80,000 STBGP-STU funds for NJ TCDI program administration.

A public comment was received from Sheri Provost of Bucks County stating that she does not want any county, state or city taxes or funds to be used for a pedestrian bridge. A response followed from DVRPC's TCDI managers, and the project sponsor indicating that the TCDI municipal planning grant program supports early-stage smart growth initiatives that implement the *Connections 2045* Plan for Greater Philadelphia by linking land use and transportation planning to improve the overall character and quality of life; enhance the existing transportation infrastructure capacity; promote and encourage the use of transit, bike, and pedestrian transportation modes; build capacity in our older suburbs and neighborhoods; reinforce designated Centers; and protect our environment. The TCDI planning grant does not fund construction or guarantee construction funds for recommendations that are developed through the planning process. The proposed Centerton Road Pedestrian-Bicycle Bridge Feasibility Study, proposed by Burlington County, strives to address pedestrian safety and bicycle accessibility over the Rancocas Creek. The current closure of the Center Bridge not only affects vehicular traffic, but also presents a challenge for the county's completion of the Rancocas Creek Greenway regional trail, which is also part of the region's Circuit Trail network. This proposed project will examine multi-modal options to Burlington County recreational and cultural facilities and develop circulation recommendations on the best way to provide the most efficient access for residents and visitors.

A public comment was also received from Bob Lepage of Burlington County stating that a real bridge is needed over the Rancocas creek not a pedestrian bridge. He commented that the use of 295 is not safe for older drivers and it has cut off a standard passage way to Willingboro. A response from DVRPC's TCDI managers, and the project sponsor followed indicating that the TCDI municipal planning grant program supports early-stage smart growth initiatives that implement the *Connections 2045* Plan for Greater Philadelphia by linking land use and transportation planning to improve the

overall character and quality of life; enhance the existing transportation infrastructure capacity; promote and encourage the use of transit, bike, and pedestrian transportation modes; build capacity in our older suburbs and neighborhoods; reinforce designated Centers; and protect our environment. The TCDI planning grant does not fund construction or guarantee construction funds for recommendations that are developed through the planning process. The proposed Centerton Road Pedestrian-Bicycle Bridge Feasibility Study, proposed by Burlington County, strives to address pedestrian safety and bicycle accessibility over the Rancocas Creek. The current closure of the Center Bridge not only affects vehicular traffic, but also presents a challenge for the county's completion of the Rancocas Creek Greenway regional trail, which is also part of the region's Circuit Trail network. This proposed project will examine multi-modal options to Burlington County recreational and cultural facilities and develop circulation recommendations on the best way to provide the most efficient access for residents and visitors.

Kevin Madden, Delaware County, asked if it is possible to see all of the applications submitted for TCDI funding, not just those selected. Ms. Cilurso responded that she will provide that information to him. Mr. Seymour noted that with regard to the two public comments received about the pedestrian bridge, the TCDI grant is for a feasibility study and that construction would be a long way off, after the county has public meetings. Mark Remsa, Burlington County, commented that the bridge in question is very old and it has been concluded that it needs to be replaced. The bridge goes over Rancocas River and though it is navigable, a key is required to turn the bridge to raise it for boats. The county freeholders are looking at options for connectivity. Mr. Seymour noted that he was on a boat that had to navigate this bridge and arrangements had to be made for it to open. An hour later on the return the bridge was still open because the operators could not get it to close.

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following **motion**:

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

The list of recommended FY 2019 TCDI projects and authorize the Executive Director to enter into a contract with each selected community to undertake the project in accordance with the scope of work and budget.

4. **Adoption of the Conformity Finding of the DVRPC Connections 2045 Long-Range Plan, FY 2019 Transportation Improvement Program (TIP) for Pennsylvania, and FY 2018 TIP for New Jersey**

Sean Greene, DVRPC Manager, Air Quality Programs, explained that Transportation conformity is a process established by the Clean Air Act to ensure that federal transportation projects and transportation investment activities are consistent with (“conform to”) state commitments for meeting air quality goals. DVRPC has performed a regional emissions analysis to determine transportation conformity of the *Connections 2045* Long-Range Plan (Plan), FY 2019 TIP for Pennsylvania, and FY 2018 TIP for New Jersey.

This conformity finding covers:

- Ozone (the entire DVRPC planning area);
- Annual PM_{2.5} (Delaware County Nonattainment Area)
- Annual and 24-hour PM_{2.5} (the Philadelphia-Wilmington, PA-NJ-DE PM_{2.5} Maintenance Area);
- Annual and 24-hour PM_{2.5} (the DVRPC portion of the New York-Northern New Jersey-Long Island, NY-NJ-CT PM_{2.5} Maintenance Area) and,
- Carbon Monoxide (portions of Philadelphia, Trenton, and Burlington City).

DVRPC held a public comment period from May 10, 2018 to June 11, 2018, and hosted one public meeting at DVRPC offices on May 24, 2018. No public comments were received on the document.

Valerie Arkoosh, Montgomery County, asked how the SIP budget is determined and if everyone met their goals would we meet the standard. Mr. Greene explained that the state DEP determines all state budgets and that if the goals were met the region would meet the standard. Kevin Madden, Delaware County, asked if one were to drill down to more specific areas would things look different. Mr. Greene responded that it is not possible to get lower than county level data. Mr. Greene noted that the readings have to do with where the monitors lie on the I-95 corridor and that the EPA wants to show representative data and general conditions. Mr. Seymour noted that for Delaware County DVRPC pointed out to the EPA that the monitor was in the parking lot of a point source and this was reflecting skewed readings. Gary Brune, NJDOT, asked which kinds of projects help reduce air quality trends. Mr. Greene responded that operations projects, transit, signal retiming, and more can help but it is really the aggregation of projects.

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following **motion**:

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

The conformity finding of the *Connections 2045* Long-Range Plan, FY 2019 Transportation Improvement Program for Pennsylvania, and FY 2018 TIP for New

Jersey by approving Resolution B-FY18-006.

5. Adoption of the DVRPC FY2019 Transportation Improvement Program (TIP) for Pennsylvania (FY19-22)

Elizabeth Schoonmaker, DVRPC Associate Director, Transportation Programs, explained that federal law and planning regulations require the development of a Transportation Improvement Program (TIP) in order for the metropolitan region to be eligible to receive and spend federal transportation funds. The creation of the TIP is to be done by the MPO in cooperation with the state(s) and transit operators, and must provide opportunity for input and comment by the public. A 30-day comment period must be conducted prior to a formal action to adopt the TIP. DVRPC undertakes a major TIP Update every year for either the Pennsylvania portion of the region, or the New Jersey portion of the region; at this time, the PA and NJ TIPs are updated on alternating years.

Work began in the fall of 2017 on the development of the FY2019 TIP for Pennsylvania. For the third time, PennDOT's STC sponsored a statewide webinar and hosted a commenting website to gather input for the Pennsylvania 12 Year Program from March 6 to April 19, 2017. Available resources known as Financial Guidance for the TIP was finalized in July of 2017. The Pennsylvania Subcommittee of the RTC has worked since then to develop a draft TIP that meets the requirements of the federal laws and regulations, including those concerning financial constraint, air quality, plan consistency and Title VI and Environmental Justice. While the federal requirement is for a four year constrained program, the DVRPC PA TIP provides a detailed 12-year programming horizon for both the highway and transit programs to more effectively inform how the region's financial resources might be used, and to provide a "reality check" regarding how and when the region can deliver the many major projects that are currently planned and underway.

The Draft DVRPC FY2019 TIP for PA contains more than 370 projects (including the Regional Highway, Interstate, and Transit Programs) worth \$5.5 billion (an average of \$1.39 billion per year) for the 4 year federally required TIP period. There is over \$2 billion for projects primarily addressing the non-interstate highway system, over \$600 million for projects included in the Interstate Management Program for I-76, I-95 and I-476, and \$2.8 billion for transit projects for SEPTA, Pottstown Area Rapid Transit (PART), and PennDOT's Bureau of Public Transit.

The projects in the Draft TIP represent a consensus of the regional improvements to be made. The TIP has been fiscally constrained to the available financial resources identified by PennDOT as negotiated for this region's projects. All non-exempt projects have been included in the regional conformity analysis for air quality.

Public Involvement

The Draft TIP document has been made available for public review during a 30+ day period which ran from May 1, 2018 - June 3, 2018. Legal notices explaining the public comment process were published in the Philadelphia Inquirer, The Courier Post, Al Dia, and the Philadelphia Tribune. The public comment period was promoted on DVRPC's homepage www.dvrpc.org, as well as through the Commission's social media channels. A feature story about the public comment period appeared in DVRPC's April Newsletter, which is distributed to nearly 18,000 individuals, organizations, and DVRPC-affiliated groups. An HTML email of the legal notice was sent to over 3,500 individuals who subscribe to DVRPC's "Public Participation and Public Notices" email list. All TIP-related documents were published online and printed copies were placed at major public libraries in southeastern Pennsylvania. Printed documents were also distributed to many stakeholders. A public meeting was held at DVRPC's offices on Thursday, May 24, 2018, from 4:00 PM-6:00 PM to give the public the opportunity to verbally present comments and submit written comments in person about the TIP process and projects. State, county, transit, and DVRPC staff were present at this meeting.

DVRPC's website played a vital part in our public outreach effort. A new web-based public commenting application was available at www.dvrpc.org/tip/draft for the public with internet access to send comments directly to DVRPC about the program and individual projects. The Draft TIP document and other supporting documents were published online. Such documents include information about date and location of the public meeting, locations of libraries where the document is displayed, general information about the TIP and how it was developed, all the project listings and financial information. For the first time, a recorded information session was made available on the website.

To address Title VI and Environmental Justice, a detailed analysis of the TIP was performed and a new equity analysis tool is available online. The legal notice was sent via HTML email to specific organizations that identify as advocacy groups representing traditional and under-served transportation users and minority and low income populations. Several individuals who have made comments about Title VI and EJ concerns outside of a formal public comment period were also contacted directly about the opportunity to make comments on the public record.

Many of our partner agencies have contributed responses to comments that have been received and these are available in the Board materials, along with any recommended changes to the program based on those comments.

Conformity Finding:

DVRPC has worked closely with the Transportation Conformity Interagency Consultation Group (TCICG) to insure that the region has addressed the set of regulations issued by US DOT and US EPA concerning the impact of the TIP. The

regulations prescribe specific emissions analyses and procedures to be performed, which DVRPC has employed under the guidance of the TCICG. The final conformity rule promulgated by US EPA (40 CFR 51 and 93) requires that the TIP and the Plan must not cause new air quality violations, worsen existing violations, or delay timely attainment of federal standards. Unless it is determined that the TIP and the plan “conform” to the Clean Air Act requirements and other applicable state air quality goals as embodied in each of the state implementation plans, US DOT cannot fund, authorize, or otherwise approve transportation programs or projects.

DVRPC’s Draft conformity analysis of the *Connections 2045 Plan for Greater Philadelphia* long-range-plan, and the Draft FY2019 TIP for Pennsylvania was available for public comment through June 11, 2018, and will be presented for adoption at the June 28, 2018 Board meeting.

Memorandum of Understanding (MOU) on Procedures to Amend or Modify the Transportation Improvement Program (TIP):

A Memorandum of Understanding (MOU) exists between DVRPC, PennDOT, and SEPTA to establish agreed upon procedures for modifying or amending the TIP, as required by federal regulations. From time to time, this MOU requires changes to improve, clarify, or streamline the process as DVRPC strives to advance all TIP programmed projects as efficiently as possible while still providing transparency to regional stakeholders. The MOU is structured in a tiered manner to deal with cost increases, allowing some changes below a certain threshold to occur without further action by DVRPC, other changes within a specified range to occur by an administrative action of the Executive Director, while most other changes require review and a formal action by the DVRPC Board and appear on the agendas during the monthly cycle of DVRPC meetings. All changes will continue to be provided to both the RTC and the Board via fiscal constraint charts in the monthly “TIP Packages.”

The DVRPC Board is being asked to approve an updated MOU for procedures for amending and modifying the TIP. The Draft MOU document was included in the Draft TIP document and has sections proposed for revision highlighted in yellow (see attachments). Note that revisions to the current MOU are generally described below and have been categorized as either an “Update” which does not make a substantive change to current procedure but might update or clarify how something is stated, or “Change” which does reflect a change to current procedure:

- Update and Change - Clarifications on what constitutes an “Amendment” requiring formal review by RTC and/or DVRPC Board:
 - Change – “Federalizing” (adding federal funds to a 100% state funded project) will no longer be an administrative amendment. This action will now be considered an amendment requiring formal DVRPC Board action.

- Update – A project cost decrease of less than \$5 million will be termed an “Administrative Modification” to be consistent with the PennDOT/FHWA/FTA MOU. This cost threshold that does not trigger RTC and Board action is the same as has been in place for 14 years, but this provides consistent language with the PennDOT/FHWA/FTA MOU.
- Update – Describing what a Betterment project is.
- Update – Removing a project because funds for all phases totaling less than \$5,000,000 have already been obligated or encumbered is considered an administrative amendment. If the total amount of funds being removed is greater than or equal to \$5,000,000, it will then be considered a minor amendment requiring formal DVRPC Board Action.
- Update – Clarified language that when a cost increase to a specific phase is less than \$5,000,000 and that specific phase has already been obligated or encumbered but is no longer shown in the TIP, the action to add the phase back into the TIP would be considered an “Administrative Amendment.” Note that if the increase is \$5,000,000 or more, then the action would be considered a minor amendment requiring formal DVRPC Board Action.
- Update – Clarified language that when there is a project phase of less than \$5,000,000 that was authorized under Advance Construct, and the Department wishes to convert that authority to federal funds, that action would be considered an administrative amendment. Also, note that if the conversion is \$5,000,000 or more, this action would then be considered a minor amendment requiring formal DVRPC Board Action.
- Update – Language to clearly state that all new project additions to the DVRPC TIP that were approved via statewide managed programs will be treated as amendments requiring formal DVRPC Board Action.
- Change - When a previously DVRPC Board approved state funded project derived from a Statewide Managed Program (e.g. ARLE, Multimodal Transportation Fund, Green Light-Go) is being returned to the regional TIP, it will now be considered an “Administrative Amendment,” not requiring formal DVRPC Board Action.
- Update – Administration language that TIP revisions are consistent with the PennDOT Investment Plan, Pennsylvania and DVRPC Long-range plans, supporting Pennsylvania’s performance measures, targets, and *PennDOT Connects* policy, as well as correspond to adopted provisions of the DVRPC Public participation Plan.
- Update – Administration language to describe processing TIP Actions for PennDOT Central Office and Federal Approval.
- Change – Add language that PennDOT and DVRPC will ensure

that STIP/TIP revisions promote progress toward achievement of performance targets.

Mr. Seymour noted that the TIP roadmap provided to Board members at the end of the TIP adoption packet is a sort of a scorecard for TIP projects and is meant to be a guide. Valerie Arkoosh, Montgomery County, asked if the funding streams for the counties that have adopted the \$5 vehicle motor registration fee are on the TIP. Ms. Schoonmaker responded that they are not but that some TIP projects, like those approved earlier today are sSTP and will be included in the TIP if they also have state or federal funds as well as the county registration fee funds..

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following **motion**:

MOTION by *Mr. Squilla*, seconded by *Ms. Arkoosh* that the Board adopt:

The DVRPC FY2019 Transportation Improvement Program (TIP) for Pennsylvania (FY19-22), and Recommended Changes as the region's official selection of transportation projects for federal funding by passing the appropriate Resolution; and further approve the proposed revisions to the Memorandum of Understanding Concerning Special Procedures for Expediting TIP Amendments and Modifications.

6. DVRPC Self-Certification of the Metropolitan Transportation Planning and Programming Process

Barry Seymour, DVRPC Executive Director, explained that federal regulations for metropolitan planning (23 CFR 450 and 49 CFR 613) require the Metropolitan Planning Organization (MPO) to certify to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) concurrent with the submittal of the proposed TIP to the FHWA and FTA, that its transportation planning and programming process is being conducted in accordance with all applicable requirements.

The regulations list specific requirements, which must be addressed. DVRPC's compliance with these requirements is outlined below:

1. Improvements to the transportation system in the region have been the result of continuing, cooperative, and comprehensive performance-based multimodal transportation planning process.
2. The transportation planning process, including the adoption of the TIP and Long-Range Plan, is consistent with the Clean Air Act and is in conformance with the applicable State Implementation Plans.
3. Private citizens, affected public agencies, representatives of transportation agency employees, other affected employee representatives, private

providers of transportation, and other interested parties were provided with a reasonable opportunity to comment on the TIP, Long-Range Plan, and planning process.

4. The TIP is financially constrained and includes a financial plan that demonstrates how the TIP can be implemented, indicates resources from both public and private sources that are reasonably expected to be available, and is supportive of innovative financing techniques.
5. Congestion Management Process requirements for non-attainment Transportation Management Areas have been met.
6. A performance-based planning approach to transportation decision making is being integrated into the development of the LRP, TIP, CMP, and other appropriate regional planning documents through coordination with state and federal partners for the development of performance measures and targets.
7. The FAST Act of 2015 added two new planning factors to the scope of the metropolitan planning process that MPOs shall consider: improving resiliency and reliability of the transportation system and reducing stormwater impacts of surface transportation as well as enhancing travel and tourism. DVRPC will work with its partners to consider these new factors in the planning process.
8. The provision of 49 CFR part 20 regarding restrictions on influencing certain activities has been met.
9. DVRPC's planning process is administered in accordance with FTA Circular 4702.1, Title VI, and DVRPC employment practices comply with FTA Circular 4704, Equal Employment Opportunity Guidelines for Grant Recipients.
10. Environmental justice for low income and minority populations is being addressed
11. DVRPC's programs are conducted consistent with regulations regarding disadvantaged business enterprise programs.
12. The Americans with Disabilities Act and US DOT regulations entitled Transportation for Individuals with Disabilities have been met.
13. Regarding transit agency representation on MPO policy boards, DVRPC elects to continue to use the exception provision specified in 23 CFR Part 450.310 (d) (4) by reaffirming Board Resolution B-FY-15-004, while continuing to include SEPTA, NJ Transit and DRPA/PATCO as participating, non-voting members of the Board and as voting members of the RTC and continue to provide an explicit opportunity for transit agency comment during Board meetings for every agenda Action Item.
14. DVRPC certifies that it qualifies for this exception by meeting the particular specifications which states: the MPO operates pursuant to a state law that was in effect on or before December 18, 1991.

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following **motion**:

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

Resolution No. B-FY18-008 certifying that the DVRPC Metropolitan Transportation Planning and Programming Process is in conformance with federal regulations implementing the FAST Act, MAP-21, the Clean Air Act Amendments, and other federal legislation.

7. Election of Fiscal Year 2019 Board Officers

Barry Seymour, DVRPC Executive Director, first thanked the FY2018 Board Officers for their service, and especially Board Chair Gary Brune who diligently prepared for each board meeting and stayed on top of Commission business.

Mr. Seymour presented the nominating committee recommendations for Fiscal Year 2019 (July 1, 2018 through June 30, 2019) DVRPC Board Officers. Mr. Brune asked if there were any nominations from the floor. Hearing no nominations from the floor, the Board considered the recommended slate of candidates from the nominating committee.

The recommended candidates are as follows:

- Chair –Nedia Ralston, PA Governor’s Policy and Planning Office
- Vice Chair –Mayor Francisco Moran, City of Camden.
- Treasurer – Sean Thompson, New Jersey Department of Consumer Affairs
- Secretary – Councilman Mark Squilla, City of Philadelphia.

Ms. Kichline recommended Kevin Madden from Delaware County, with Linda Hill as alternate, to represent the Pennsylvania counties on the Executive Committee. Lou Cappelli from Camden County, with Andrew Levecchia as alternate, was recommended to serve as the New Jersey counties representative on the Executive Committee.

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

The slate of nominees for FY2019 DVRPC Board Officers as recommended by the Nomination Committee.

PRESENTATION ITEM

8. Planning for Healthy Communities

Patty Elkis, DVRPC Director of Planning, explained that DVRPC first convened the Healthy Communities Task Force in 2014 to bring together public health, planning and

related professionals in the Greater Philadelphia region. Healthy communities planning recognizes that the way we design and build our communities can affect our physical and mental health. An update on the Task Force's activities and findings to date were presented. Mr. Seymour thanked Patty and Valerie Arkoosh for doing a great job connecting the dots with all different stakeholders. Ms. Arkoosh thanked DVRPC for their work in this area and encouraged Board members to attend the Healthy Communities Task Force meetings.

DISCUSSION ITEM

9. One Minute Reports

Rohan Hepkins, PATCO, reported that PATCO has just completed the overhaul of all of its cars but that the full change over to all new cars will not be complete until the Spring. There is increased weekend service to accommodate increased ridership and there is a push to increase reverse commute numbers as well.

Liz Smith, SEPTA, reported that the turnstiles for the SEPTA Key system are in use at Jefferson Station and that it will roll out to other center city stations soon. There will be a Zone 4 early adopters program for regional rail and if all goes well it will roll out later this year. SEPTA's Bus Network Choices report was just released and it showed that the bulk of the network is in a good place. An RFP will be released in July to help SEPTA analyze the network and implement changes.

Mark Squilla, City of Philadelphia, reported that the Indego bike share program will grow this summer, adding at least eight more stations to the system. Early summer expansion will include station and bike availability at the Navy Yard with connections at AT&T Station and FDR Park. Additional stations will be installed throughout the summer to provide more dock and bike availability in high ridership areas.

Michelle Kichline, Chester County, reported that the county's Landscapes 3 Plan is open for public comment. Ms. Kichline also noted that a Phoenixville area multimodal study was just completed and she encouraged Board members to check it out.

Kevin Madden, Delaware County, reported that the county currently has no Health Department and that the county is currently reviewing an RFP to study health in the county. He asked Board members to take a look at it and offer suggestions.

Valerie Arkoosh, Montgomery County, reported that the county is currently taking comments on its Bike Montco bike plan. She encouraged Board members to check it out.

Mark Remsa, Burlington County, reported that the county freeholders just approved a \$10 million bond to fund a traffic plan and implement improvements in the north US 130 area.

10. Executive Director's Report

a. *Connections 2045 Video*

Mr. Seymour called the Board's attention to DVRPC's new *Connections 2045* video. The video was played for the Board and Mr. Seymour noted that the video still needs a few tweaks but that it is 95 percent ready. There will be shortened versions of the video with more directed topics.

b. Mid-Atlantic Roundtable

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

c. Eastern PA Freight Summit

Mr. Seymour noted that on June 21 he attended an Eastern Freight Summit at Lehigh University in Bethlehem, PA and thanked PennDOT for organizing that.

d. FHWA National Dialogue on Highway Automation

Mr. Seymour called the Board's attention to the FHWA National Dialogue on Highway Automation series. The first of five was held this past week and over the next few months more topics will be covered.

e. TCDI Press Event

Mr. Seymour reported that DVRPC will be holding a TCDI press event on July 12 at 2:00 p.m. A location has not yet been identified but it will take place in Center City Philadelphia. Mr. Seymour encouraged Board members to attend.

f. Future Forces: Smart Cities event

Mr. Seymour noted that DVRPC will be holding a Future Forces event on July 19 in the morning. The event will focus on Smart Cities and the Future of Mobility. David Zipper, who is on the Board of the Greater Washington Partnership and Anthony Townsend who wrote the book on Smart Cities will be participating.

g. FY2020 Work Program

Mr. Seymour called the Board's attention to the fact that preparations are already under way for the FY2020 Work Program. DVRPC staff will be visiting with Board members' staff to discuss ideas.

h. Board Retreat

Mr. Seymour asked Board members to mark their calendars for the Board retreat on September 27. The event will be held at the Science History Museum (formerly the Chemical Heritage Foundation) and there will be a regular Board meeting in the morning. Attendance will be focused on Board members and staff and there will be an outside speaker and small group discussions. Mr. Seymour asked Board members for topic and or speaker ideas.

i. 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 October 12 from 9:00 a.m. to 12:00 p.m.. Mr. Seymour asked Board members to mark their calendars.

11. Committee Reports

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

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

OLD BUSINESS

No old business was stated.

NEW BUSINESS

No new business was stated.

Mr. Seymour noted that one public commenter would like to speak. Reverend Glen Benson of Delaware County commented that he has lived at his residence at 1210 Kerlin Street in the City of Chester since 1982. The home is right next to I-95 and due to noise issues and movements there is structural damage to the home. PennDOT's engineer has come out to the house and has viewed the damage to the house as a result of the proximity to I-95 and a report was completed. There is a plan in place to install sound barriers but Mr. Benson noted that his home is not on the priority list and therefore the sound barriers are not scheduled to be installed until 2023. Additionally a copy of the report by PennDOT's engineer was requested several times and has not been provided. Mr. Benson asked the Board to make sound barriers at Kerlin Street a priority now, as he does not believe his home will last until 2023.

There being no further business, the meeting was adjourned at 12:06 p.m. on a

MOTION by *Ms. Floyd, seconded by Ms. Ziegler.*

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