

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

BOARD COMMITTEE

Minutes of Meeting of September 27, 2018

Location: Science History Institute
315 Chestnut Street
Philadelphia, PA 19106

Membership Present

Representative

New Jersey Department of Community Affairs	Maria Connolly
New Jersey Department of Transportation	Lewis Daidone
New Jersey Governor's Appointee	Adam Sternbach
Pennsylvania Department of Transportation	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
	Matt Edmond
Burlington County	Mark Remsa
Camden County	Andrew Levecchia
Gloucester County	Theresa Ziegler
Mercer County	Leslie Floyd
	Matt Lawson
City of Chester	Peter Rykard
City of Philadelphia	Mark Squilla
	Chris Puchalsky
	Michael Carroll
	Angela Dixon
	Eleanor Sharpe
City of Camden	Ed Williams
	June Morton
City of Trenton	Stephani Register

Non-Voting Members

Federal Highway Administration New Jersey Division	Keith Skilton
Pennsylvania Division	Keith Lynch
	Daniel Walston
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	Elizabeth 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	(not represented)
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, John Ward, Patty Elkis, Mike Boyer, Jesse Buerk, Chris Linn, Sean Greene, Erin Burke, John Coscia, Jr., Karen Cilurso, Shoshana Akins, Van Doan, Najah Jackson, Sonia Lee, and Renee Wise.	
<u>Guests</u>	
Greenman-Pedersen, Inc.	Dave Kuhn
PPTF	Frances Harwell
FHWA NJ	Brian Donovan
City of Philadelphia – Streets	Richard Montanez
Delaware Valley Goods Movement Task Force	Kelvin MacKavanagh
Delaware County	Corey Brown
SJTA	Stephen Mazur

Call to Order - Chair’s Comments

Chair Nedra Ralston called the meeting to order at 9:09 a.m. Ms. Ralston asked if there was any press in the room and if anyone was recording the meeting.

Public Comments on Agenda and Non-Agenda Items

No public comments were stated. Executive Director Barry Seymour noted that some public comments were submitted prior to the Board meeting. One of the comments was submitted by Marilyn Howarth on a non-agenda item and addressed the installation of sound barriers in the City of Chester. Mr. Seymour noted that the installation of sound barriers is in the new TIP. A comment was also received from Bridget Chadwick of Cheltenham regarding DVRPC’s map of Energy and GHG Emissions Reduction Projects in Greater Philadelphia. Mr. Seymour noted that the comments can be found in the Board packets.

ACTION ITEMS

1. Minutes of Meeting of July 26, 2018

The Board adopted the following **motion**:

MOTION by *Mr. Madden*, seconded by *Ms. Kichline*, to approve the minutes of July 26, 2018.

2. Transportation Improvement Program (TIP Actions)

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

a. NJ18-040: Traffic Signal and ATMS Replacement and Upgrade Project, (DB #D1905), Burlington County

Burlington County has requested that DVRPC amend the FY2018 - 2027 TIP for New Jersey by adding a new \$2,000,000 STBGP-STU funded Traffic Signal and ATMS Replacement and Upgrade Project, DB #D1905, for FY19 Construction (CON).

The project will provide for the replacement and/or upgrade of existing traffic signal controllers (hardware and software) and Traffic Operations Center (TOC) workstations, software, and/or monitors to enable traffic adaptive operations on the county's Advanced Traffic Management System (ATMS). The ATMS traffic signal controllers would include traffic adaptive capabilities and Uninterruptible Power Supply (UPS) backup systems that would allow traffic lights to function during a power failure, which will increase public safety and eliminate the need to dispatch police or other service personnel to direct traffic. The equipment/hardware upgrades are planned for 91 locations with the remaining 59 needing a software upgrade. A traffic signal controller is a computer that controls the traffic signal in the field and communicates with and reports problems to the county's TOC. The manufacturer considered existing controllers to have reached their end of life around 2009 and 2010.

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

b. NJ18-041: Thorndyke Street (Route 30/Admiral Wilson Boulevard to Marlton Pike) and Maplewood Street (Thorndyke Street to Somerset Street), (DB #D1904), City of Camden

The City of Camden has requested that DVRPC amend the FY2018 - 2027 TIP for New Jersey by adding a new \$1,111,000 STBGP-STU funded project, Thorndyke Street (Route 30/Admiral Wilson Boulevard to Marlton Pike) and Maplewood Street (Thorndyke Street to Somerset Street), DB #D1904, for FY19 CON.

This is a roadway reconstruction/resurfacing project on locally owned Thorndyke Street from Route 30 (Admiral Wilson Boulevard) to Marlton Pike and Maplewood Street from Thorndyke Street to Somerset Street due to their severely deteriorated condition of pavement and associated curb and sidewalk areas. Work will include but not limited to the following: replacement of existing pavement structure (surface and base courses),

base repairs, concrete curbs and sidewalks, catch basins and associated pipe connections, curb ramps, and traffic striping.

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

Mr. Seymour noted that one public comment was received from the Bicycle Coalition of Greater Philadelphia asking that a multi-use trail along the right of way of Maplewood between Thorndyke and Rosemont Ave be added. The City of Camden responded that it is interested in this conceptually and will review this possibility with all stakeholders and get back to the Bicycle Coalition with a response.

c. NJ18-042: CR 720 (Blue Anchor Road), Route 73 to CR 536 (Cedarbrook/New Brooklyn Road), (DB #D1903), Camden County

Camden County has requested that DVRPC amend the FY2018 - 2027 TIP for New Jersey by adding a new \$1,712,000 STBGP-STU funded project, CR 720 (Blue Anchor Road), Route 73 to CR 536 (Cedarbrook/New Brooklyn Road), DB #D1903, for FY19 CON.

This is a roadway resurfacing project on County Route 720 (Blue Anchor Road) from Route 73 to County Route 536 (Cedarbrook/New Brooklyn Road) in Winslow Township. Work will include but not limited to the following activities: concrete/HMA base repair, milling of roadway, bituminous asphalt overlay, handicap ramps, grading revisions to ensure proper drainage and upgrades to storm water inlets and storm pipes.

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

d. NJ18-043: Gloucester County First-Generation Traffic Signal Camera Upgrades, (DB #D1902), Gloucester County

Gloucester County has requested that DVRPC amend the FY2018 - 2027 TIP for New Jersey by adding a new \$1,700,000 STBGP-STU funded project, Gloucester County First-Generation Traffic Signal Camera Upgrades, DB #D1902, for FY19 CON.

Funds will provide for traffic signal camera video detection retrofit/upgrades that will replace first generation camera systems (totaling about 170 cameras) at 120 intersections throughout Gloucester County. The County constructed its first generation camera systems as part of a federal-aid project between 2005 and 2006. These existing systems utilized an Autoscope camera system where the processing occurred in a module within the cabinet (2020 Machine Vision Processor). The cameras and this processor are now outdated, unreliable and no longer serviced. As a result, the existing camera system is failing by reverting the signal timing to a fixed time, not on traffic demand. This places a call to the controller without vehicles and extends green time to signal phases when vehicles are not present. As such, this causes congestion and greater motorist road user costs. The newest camera system performs the processing internal to the camera itself eliminating system failures when the 2020 MVP fails.

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

e. NJ18-044: Mercer County's Electronic Traffic Control Devices Inventory, (DB #D1901), Mercer County

Mercer County has requested that DVRPC amend the FY2018 - 2027 TIP for New Jersey by adding a new \$225,000 17-STATE-DVRPC funded project, Mercer County's Electronic Traffic Control Devices Inventory, DB #D1901, for a FY19 Planning Study (PLS) phase..

Funds will support the county's asset management system by providing an inventory of signal system equipment, traffic control and accessibility features associated with signalized roadway intersections; school zones; fire company engine entries; miscellaneous electronic warnings (including red signal ahead, dynamic speed feedback signals and flashers); as well as trail and mid-block pedestrian crossing safety buttons (including rectangular rapid flash beacons) at approximately 372 discrete signal system locations under county jurisdiction.

Financial constraint will be maintained. 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. Remsa*, seconded by *Mr. Levecchia*, that the Board approve the following TIP actions:

NJ18-040, Burlington County's request that DVRPC amend the FY2018 - 2027 TIP for New Jersey by adding a new \$2,000,000 STBGP-STU funded Traffic Signal and ATMS Replacement and Upgrade Project, DB #D1905, for FY19 CON.

NJ18-041, the City of Camden's request that DVRPC amend the FY2018 - 2027 TIP for New Jersey by adding a new \$1,111,000 STBGP-STU funded project, Thorndyke Street (Route 30/Admiral Wilson Boulevard to Marlton Pike) and Maplewood Street (Thorndyke Street to Somerset Street), DB #D1904, for FY19 CON.

NJ18-042, Camden County's request that DVRPC amend the FY2018 - 2027 TIP for New Jersey by adding a new \$1,712,000 STBGP-STU funded project, CR 720 (Blue Anchor Road), Route 73 to CR 536 (Cedarbrook/New Brooklyn Road), DB #D1903, for FY19 CON.

NJ18-043, Gloucester County's request that DVRPC amend the FY2018 - 2027 TIP for New Jersey by adding a new \$1,700,000 STBGP-STU funded project, Gloucester County First-Generation Traffic Signal Camera Upgrades, DB #D1902, for FY19 CON.

NJ18-044, Mercer County's request that DVRPC amend the FY2018 - 2027 TIP for New Jersey by adding a new \$225,000 17-STATE-DVRPC funded project, Mercer County's Electronic Traffic Control Devices Inventory, DB #D1901, for a FY19 PLS phase.

f. PA17-102: Bucks County Act 13 Bridges: Clay Ridge Road over Rapp Creek (MPMS #13016), Creek Road over Little Neshaminy Creek (MPMS #103610), and Flushing Road over Branch of Neshaminy Creek (MPMS #103608), Bucks County

Bucks County has requested that DVRPC amend the FY2017 TIP for Pennsylvania by adding three new local bridge projects, Clay Ridge Road over Rapp Creek (MPMS #13016), Creek Road over Little Neshaminy Creek (MPMS #103610), and Flushing Road over Branch of Neshaminy Creek (MPMS #103608), to the TIP for a total of \$4,685,000, using Bucks County's Act 13 allocation, programmed as follows:

- Clay Ridge Road over Rapp Creek (MPMS #13016) – \$200,000 PE in FY19, \$140,000 FD in FY19, \$20,000 ROW in FY19, \$10,000 UTL in FY19, and \$1,570,000 CON in FY20;
- Creek Road over Little Neshaminy Creek (MPMS #103610) – \$100,000 PE in FY18, \$75,000 FD in FY19, \$20,000 ROW in FY19, \$20,000 UTL in FY19, and \$1,560,000 CON in FY19;
- Flushing Road over Branch of Neshaminy Creek (MPMS #103608) – \$60,000 PE in FY18, \$60,000 FD in FY19, \$10,000 ROW in FY19, \$10,000 UTL in FY19, and \$830,000 CON in FY19.

These are additional funds to the region.

Clay Ridge Road over Rapp Creek (County Bridge #87) is a 55-foot long single lane two span concrete encased steel beam bridge built in 1917. The bridge is structurally deficient as a result of the poor condition of the deck, superstructure, pier and both abutments, resulting in traffic restrictions. The concrete encasement on numerous beams exhibits heavy deterioration, with exposed and corroded bottom flanges. The abutments, wingwalls, and piers have numerous areas of cracking and advanced spalling. Due to the advanced deterioration of all structural elements, the County intends to remove and replace the structure in a context sensitive manner.

Creek Road over Little Neshaminy Creek (County Bridge #138), is a 31-foot long single span concrete encased steel beam structure built in 1937. It has substandard safety features on the bridge and at the bridge approaches. The bridge is structurally deficient as a result of the serious condition of the substructure. It is considered Scour Critical and a plan of action is in place for appropriate monitoring of the bridge. The bridge is currently open to traffic with a 12 ton load posting. Due to the advanced deterioration of the substructure, the County intends to remove and replace the structure in a context sensitive manner.

Flushing Road over Branch of Neshaminy Creek (County Bridge #282) is a 39-foot long single span steel Pratt Pony Truss structure built in 1948. It has substandard safety

features on the bridge and at the bridge approaches. The bridge is structurally deficient as a result of the serious condition of the steel superstructure and poor condition of the masonry substructure. It is considered Scour Critical Category B and a plan of action is in place for appropriate monitoring of the bridge. It is currently open to traffic with a posted limit of 12 tons and an exception for combinations of 21 tons. Due to the advanced deterioration of the superstructure and substructure, the County intends to complete a thorough rehabilitation of the bridge. Anticipated work includes repair/replacement of the open grid deck, stringers and floor beams, bridge seat and abutment backwall; repair/replacement of truss members and truss bearing as required; cleaning and painting all structural steel; installation of structure-mounted bridge railing; repair/repointing of stone masonry abutments/wings; installation of approach guiderail; scour protection measures; and repaving of approaches.

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. Stone*, seconded by *Mr. Mosca*, that the Board approve the following TIP action:

PA17-102, Bucks County's request that DVRPC amend the FY2017 TIP for Pennsylvania by adding three new local bridge projects, Clay Ridge Road over Rapp Creek (MPMS #13016), Creek Road over Little Neshaminy Creek (MPMS #103610), and Flushing Road over Branch of Neshaminy Creek (MPMS #103608), to the TIP for a total of \$4,685,000, using Bucks County's Act 13 allocation, programmed as follows:

- Clay Ridge Road over Rapp Creek (MPMS #13016) – \$200,000 PE in FY19, \$140,000 FD in FY19, \$20,000 ROW in FY19, \$10,000 UTL in FY19, and \$1,570,000 CON in FY20;
- Creek Road over Little Neshaminy Creek (MPMS #103610) – \$100,000 PE in FY18, \$75,000 FD in FY19, \$20,000 ROW in FY19, \$20,000 UTL in FY19, and \$1,560,000 CON in FY19;
- Flushing Road over Branch of Neshaminy Creek (MPMS #103608) – \$60,000 PE in FY18, \$60,000 FD in FY19, \$10,000 ROW in FY19, \$10,000 UTL in FY19, and \$830,000 CON in FY19.

At this point, the Board skipped item 3a, which was addressed later in the meeting.

3b. DVRPC FY 2019 Work Program Amendment: 2045 Regional Airport System Plan (Phase I): Data Collection Initiative

Mike Boyer, DVRPC Associate Director, Comprehensive Planning, explained that this study will lead to an update of the Regional Airport System Plan (RASP) to 2045. This first phase will identify, refine, analyze, and prioritize data sets and promote better usage and integration of those data sets.

DVRPC has extensive experience in managing large and diverse data sets (particularly with respect to transportation, land use, municipal, and economic data) and fostering collaborations where targeted and prioritized data can be used for more informed and performance-based planning.

An update of the 2040 Regional Airport System Plan is already included in the FY 19 Work Program but a \$207,000 grant from the Federal Aviation Administration allows for this expanded effort. A planned second phase will develop recommendations for regional strategies as well as specific airport improvements.

Cost and Source of Funds:

Fiscal Year	Total	Highway Program	Transit Program	Comprehensive Planning	Other*
2019	\$230,000			\$23,000	\$207,000

*\$207,000 FAA

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following **motion**:

MOTION by *Mr. Madden*, seconded by *Mr. Squilla* that the Board amend:

The current FY 2019 Work Program to include the 2045 Regional Airport System Plan (Phase I): Data Collection Initiative.

3c. DVRPC FY2019 Work Program Amendment: Community Forestry Management Plans for Camden, Trenton and Gloucester City

Chris Linn, DVRPC Manager, Office of Environmental Planning, explained that this project will create Community Forestry Management plans for the cities of Trenton, Camden and Gloucester City using a participatory process informed by the US Forest Service’s updated Sustainable Urban Forest guidelines. These three combined sewer overflow (CSO) communities were targeted because CSO’s discharge approximately 23 billion gallons of raw sewage into NJ rivers annually. The problem is most acute in economically distressed communities with antiquated combined-sewer systems and minority populations. Urban forestry practices can be a cost-effective way to address CSO pollution with multiple ancillary public benefits.

DVRPC’s work is part of a larger project entitled *Storms, Sewers & Social Justice: Increasing Resiliency in 2 sewer sheds of the Delaware River Watershed* initiated by NJDEP’s Urban & Community Forestry Program (NJUCF). Additional partners, including the NJ Tree Foundation (NJTF) and Rutgers University Urban Forestry and Water Resources programs, will 1) plant trees in enhanced tree pits; 2) calculate the

ecosystem services provided by canopy cover at various scales using USFS iTree applications; and 3) develop a statewide process to assist communities in analyzing the functions and values of forest canopy cover using remote sensing and USFS iTree.

Funding for the project will come via \$85,500 from the US Forest Service passed through the NJDEP Urban and Community Forestry Program with \$26,000 in local matching funds.

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following **motion**:

MOTION by *Ms. Morton*, seconded by *Mr. Levecchia* that the Board amend:

The current FY 2019 Work Program to include the Community Forestry Management Plans for Camden, Trenton and Gloucester City and authorize the Executive Director to enter into a contract with NJDEP for this project.

4. DVRPC Regional Trails Program New Jersey Grant Award

Chris Linn, DVRPC Manager, Office of Environmental Planning, explained that the following Circuit Trail project was developed in conjunction with Mercer County and the New Jersey Department of Environmental Protection, which owns and maintains the Delaware and Raritan (D&R) Canal Trail. A grant of \$300,000 is proposed to restore and resurface 6.2 miles of the D&R Canal Trail in the following locations:

1. Lower Ferry Road in Ewing Township to Hermitage Avenue in the City of Trenton,
2. Quaker Road in Lawrence Township to Alexander Street in Princeton, and
3. The Turning Basin near Alexander Street in Princeton to the Millstone Aqueduct in Princeton.

Restoration and resurfacing will include site specific repairs to correct water drainage issues, other subbase repairs, and the addition of a top layer of gray screenings compacted with a vibratory roller. The trail will be restored to a uniform width of eight feet.

The D&R Canal Trail is a designated National Recreation Trail and portions are also part of the East Coast Greenway and September 11th National Memorial Trail.

DVRPC's Regional Trails Program is funded with a grant from the William Penn Foundation.

The total award will be \$300,000. This project will be funded out of the second of the three capital grants that the William Penn Foundation has made to DVRPC in support of the Regional Trails Program and Circuit Trails.

Stephani Register, City of Trenton, asked how many miles the trails cover. Mr. Linn responded that the total miles is 6.2, which is divided into two sections.

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following **motion**:

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

This Regional Trails Program grant award.

5. CMAQ Emissions Targets and Performance Report

Sean Greene, DVRPC Manager, Air Quality Programs, explained that state DOTs were required to submit congestion and emissions performance targets for the Congestion Mitigation and Air Quality (CMAQ) program to FHWA in May 2018. There are two CMAQ congestion measures and one CMAQ emissions measure. The state targets were developed through regional consultation among the DOTs and MPOs in the Philadelphia urbanized area on the congestion targets and among PennDOT, NJ DOT, and the relevant MPOs for the emissions targets.

MPOs, such as DVRPC, that serve over one million people and contain air quality nonattainment and maintenance areas are required to submit a performance plan that identifies baseline conditions for the performance targets, includes a description on how the MPO will meet the two and four-year performance measure targets, and include a description of projects identified for funding that will contribute to achieving targets. This plan is due to the DOTs by October 1, 2018.

The DVRPC Board has previously adopted the CMAQ congestion measure targets for the Philadelphia Urbanized Area in May 2018. Staff proposes that the Board support the state DOT on-road mobile emissions targets and include these targets in the CMAQ Performance Plan. Along with tables of the baseline conditions for the performance measures, the CMAQ Performance Plan will include a list of programmed CMAQ projects (FY18-21) with narrative descriptions about how these projects will help DVRPC meet the congestion and emissions targets.

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 Subpart H mobile-source emissions performance targets established by PennDOT and NJDOT in May 2018 and approve DVRPC to submit the CMAQ

Performance Plan for 2018-2021 to the state DOTs for submission to FHWA.

3a. **FY 2019 Work Program Amendment: SolSmart Organizational Advisor – Technical Assistance to Communities in PA and NJ**

Patty Elkis, DVRPC Director of Planning, explained that SolSmart is a national recognition and a no-cost technical assistance program managed by The Solar Foundation and funded through the U.S. Department of Energy's SunShot Initiative's Solar Powering America by Recognizing Communities (SPARC) Technical Assistance Provider (TAP) funding opportunity. SolSmart provides free hands-on technical assistance for local governments who wish to achieve "SolSmart designation" by accomplishing a pre-determined set of actions that are designed to improve local solar market growth while establishing consistency in solar practices across the region and nation.

DVRPC has been competitively selected under the SolSmart Organizational Advisor RFP for funding to host a SolSmart Advisor who will provide free hands-on technical assistance to nine communities in the DVRPC region. These communities include Camden County, Bordentown City, Haddonfield Borough, and West Windsor Township in New Jersey along with Montgomery County, Doylestown Borough, Kennett Square Borough, Lansdowne Borough, and Millbourne Borough in Pennsylvania. All of these communities have submitted letters of intent to participate in the program.

Technical advisory services provided by DVRPC include direct guidance on improvements to zoning codes, planning documents, development regulations and permitting processes to be more supportive of solar PV. Additionally, DVRPC will coordinate broader-focus activities that may benefit all municipalities in the region, such as Solar PV-related training and research on Inspection, Fire Safety, Construction Codes, Solar Rights, Utility Engagement, Community Engagement, and Market Development and Finance.

Total project cost is \$50,055 over a six month period beginning November 2018. \$50,055 will be provided by the U.S. Department of Energy through The Solar Foundation.

Andrew Levecchia, Camden County, asked whether the \$50,055 is the amount per group or overall. Ms. Elkis responded that this is the overall cost for DVRPC staff to oversee the project. Executive Director Barry Seymour noted that a public comment was received asking if it is possible for other municipalities to join this program.

Mr. Seymour noted that DVRPC did solicit municipal participation when the program started and that the ones that are participating are reflective of that solicitation but that there will be opportunities and resources available to all local governments in the region.

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following **motion**:

MOTION by *Mr. Squilla*, seconded by *Ms. Morton* that the Board amend:

The current FY 2019 Work Program to include *SolSmart Organizational Advisor: Technical Assistance to Communities in PA and NJ*.

DISCUSSION ITEM

6. One Minute Reports

Elizabeth Smith, SEPTA, reported that SEPTA is launching its SEPTA Key regional rail for early adopters program in zone 3. SEPTA mobile key card kiosks will also be coming soon.

Keith Lynch, FHWA PA, reported that the State Transportation Commission approved the STIP. He encouraged Board members to review recommendations, suggestions for improvement, and highlights on best practices.

Mark Squilla, City of Philadelphia, reported that the City just completed the 2035 Plan which covers every corner of the city. There will be a meeting on October 9 at Moore College of Art and Design which will discuss the Plan's implementation. On October 10 Connect, the seven year transportation plan, will be released.

Kevin Madden, Delaware County, reported that the county voted to accept the open space preservation plan. He noted that preservation is a priority for the county and it will look at matching municipal open space efforts.

Valerie Arkoosh, Montgomery County, reported that the county adopted a countywide bike plan in August. The county wants to build on-street bicycle facilities. Commissioner Arkoosh thanked DVRPC for their assistance and noted that DVRPC's bike stress analysis was extremely useful. There will be public meetings in October to roll out the bike plan.

Aliyah Stanger, PA DCED, reported that the Pennsylvania Commonwealth Authority approved 28 Act 13 funded projects in the region for a total of \$3.9 million. A decision on the multimodal allocation will be made at the November 14 meeting.

7. Executive Director's Report

a. Camden Road to Health Workshop

Mr. Seymour called the Board's attention to the Camden Road to Health Workshop which was held on August 2 at Rutgers Camden from 9:00 a.m. to 3:30 p.m. John Hanson from DRPA and Kris Kolluri of the Coopers Ferry Partnership participated.

b. Pittsburgh and Philadelphia Peer Exchange

Mr. Seymour reported that DVRPC held a staff peer exchange on August 23 and 24 with the Pittsburgh MPO, Philadelphia and Pittsburgh city staff, and transit agency staff to collaborate on planning and exchange best practices.

c. Healthy Communities/Safety Task Forces

Mr. Seymour noted that DVRPC will be hosting a joint task forces meeting with the Healthy Communities Task Force and Safety Task Force tomorrow. The event will focus on healthy communities and traffic safety.

d. CEDS Kickoff

Mr. Seymour called the Board's attention to the fact that on October 18 DVRPC will be hosting a CEDS kickoff. Mr. Seymour noted that economic development professionals will be in attendance and he encouraged Board members to attend.

e. Certification Review

Mr. Seymour reported that DVRPC will be undergoing our quadrennial Federal Certification Review on October 11th and 12th 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 10:00 a.m. Mr. Seymour asked Board members to mark their calendars.

f. Work Program Development

Mr. Seymour noted that DVRPC has met with Board members and their staffs to discuss work program projects. Project proposals are due October 10. There will be a work program meeting on October 17 to review and prioritize the projects with Board members and their staffs.

g. Regional Streetlight Procurement Program – Phase II

Mr. Seymour reported that Phase II of the Regional Streetlight Procurement Program is underway and 27 communities are participating in four counties.

h. Safe Routes to Transit – Phase II

Mr. Seymour noted that solicitation for Phase II of the Safe Routes to Transit program is underway. This program matches eligible municipalities and counties with DVRPC staff to help navigate the process of designing and funding pedestrian and bicycle improvements around rail stations. Applications are due October 5.

i. Air Quality and Rollback of Fuel Efficiency Standards

Mr. Seymour called the Board's attention to the air quality alert in their Board packets. He noted that there is information in the alert about the EPA's planned rollback of the fuel economy mandate set by the Obama administration.

8. Committee Reports

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

- (1) Regional Technical Committee
- (2) Public Participation Task Force
- (3) Regional Aviation Committee

OLD BUSINESS

No old business was stated.

NEW BUSINESS

No new business was stated.

There being no further business, the meeting was adjourned at 9:46 a.m. on a **MOTION** by *Mr. Squilla*, seconded by *Ms. Morton*.

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