

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

BOARD COMMITTEE

Minutes of Meeting of December 5, 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	Michael Russo
New Jersey Governor's Appointee	Craig Ambrose
Pennsylvania Department of Transportation	James Ritzman
Pennsylvania Governor's Appointee	Gina Burritt
Pennsylvania Governor's Policy & Planning Office	Nedia Ralston
Bucks County	Rich Brahler
Chester County	Michelle Kichline
Delaware County	Linda Hill
Montgomery County	Valerie Arkoosh
Burlington County	Jody Holton
Camden County	(not represented)
	Louis Cappelli
	Andrew Levecchia
	(not represented)
	Leslie Floyd
	Peter Rykard
	Christopher Puchalsky
	June Morton
	(not represented)

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	Elizabeth 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	Kelly McFarlane
Port Authority Transit Corporation	(not represented)
New Jersey Office of Planning Advocacy	(not represented)
Pennsylvania Department of Community and Economic Development	Michael Shorr

DVRPC Co-Counsel

Pennsylvania Co-Counsel	Andy Bockis
New Jersey Co-Counsel	Tom Coleman

DVRPC Staff

Barry Seymour, John Ward, Patty Elkis, Alison Hastings, Elizabeth Schoonmaker, Mike Boyer, Greg Krykewycz, Rick Murphy, Shoshana Akins, Paul Smith, Natalie Cramer, Van Doan, Tom Keenan, Taghi Ozbeki, Amy Verbofsky, Sean Greene, Kwan Hui, Jesse Buerke, Andrew Svekla, Erin Burke, Sonia Lee, Mike Ruane, Ted Dahlburg, Brett Fusco, Derek Lombardi, Karen Cilurso

Guests

Dewberry Engineers, Inc.	Debra Arthur
Greenman-Pedersen, Inc.	Dave Kuhn
KS Engineers	Daniel DiPoala
KS Engineers	Joseph Zarriello
PennDOT District 6	Kathleen Winfree
PA House of Representatives	Bill Keller
Riverside Futures RCDC	Garland Thompson
Riverside Futures RCDC	John Linder

Call to Order - Chair's Comments

Chair Nedra Ralston called the meeting to order at 10:04 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

Pennsylvania State Representative Bill Keller made a public comment on a non-agenda item and read a resolution passed by the Pennsylvania House of Representatives to recognize Ted Dahlburg's 30+ years of service to DVRPC. Rep. Keller highlighted Mr. Dahlburg's role as a leader at both the regional and national levels. Mr. Dahlburg's contributions have advanced the fields of goods movement and freight planning. Rep. Keller remarked that when he first entered elected office, he met with Mr. Dahlburg to discuss the importance of jobs at Philadelphia's ports.

John A. Linder, Former Mayor of Chester City and CEO of a new organization, the Riverside Futures Regional Community Development Corporation (RCDC), made a public comment on a non-agenda item and read part of a letter. His comments and submitted letter regarded “Inception of Riverside Futures as a CDC focused on Regional industrial Development, Enhancement and Career Opportunities for Under-Served Community Residents, and Support for a New Regional Future in ‘Downstream’ Energy Industry Growth.” The organization seeks to join DVRPC’s planning activities and community engagement programs around regional growth.

Mr. Linder stated that he and his colleagues in city government faced myriad challenges while trying to: (1) bring new life to an economically depressed community; (2) bring new educational opportunities to the city’s classically under-served youth; and (3) support the growth of a new, viable industry. The problems that the City of Chester faces are driven by factors that may affect other southeastern Pennsylvania communities along the Delaware River. Those factors include: (1) a loss of tax revenue due to a loss of industrial jobs; (2) despair among residents; (3) failure of leaders in the Delaware Valley to have a vision for industrial development; (4) failure to communicate a vision to the public about new opportunities in “downstream” industries due to the Marcellus and Utica Shale energy production; and (5) the region remains an industrial manufacturing center. Mr. Linder then submitted his written letter.

The written letter presented several additional comments, including:

1. The presence of six oil refineries in the region;
2. A recent report from Team Pennsylvania that stated that 21 percent of America’s plastic manufacturers are located in the Philadelphia area;
3. Before-mentioned report ignores the presence of related companies in nearby states
4. Outside the Gulf Coast, no other region has Natural Gas Liquids (NGLs) pipelines; and Sunoco’s Mariner East transmission capitalizes on that.
5. Sunoco/ETP’s newer “Revolution” project is adding “gathering lines” to connect gas fields in southwestern Pennsylvania, eastern Ohio, and West Virginia.
6. Mariner East can grow the region’s petrochemical manufacturing industry, as evidenced by similar development in Europe.
7. Natural gas stored in underground storage tanks in Marcus Hook could serve plastic makers and chemical works already located in the Delaware Valley, promoting job and business growth.
8. INEOS [a private chemical company headquartered in England] is investing \$3.5 billion to upgrade its existing ethane “cracker” and build a new propane dehydrogenerator to serve plastic plants in Scotland and Norway, and the region could make similar moves.
9. It is time for the region to know about the job opportunities presented by the “Shale Energy Revolution.”

Also included with the letter was a “Report from the ‘Shale Crescent’ -- As Engineers Can Dig, It’s All About Jobs!” The report concludes that the energy boom can produce

high tech and highly skilled jobs in different industries, there are many opportunities for minority professionals, and government has a role in the field beyond or in addition to regulation.

Garland Thompson, also representing Riverside Futures RCDC, made a public comment on a non-agenda item. He reiterated similar points Mr. Linder made. He is the primary author of the both the letter and report submitted by the CDC. He said he is a technology journalist and covers technology issues for *U.S. Black Engineer and Information Technology* and *U.S. Hispanic Engineer and Information Technology* – trade publications. He commented that he sees a gap in the information that is being presented to the public regarding the shale energy revolution. He sees that most information is negative; and there needs to be a discussion on the benefits.

Mr. Seymour pointed out that a public comment on a non-agenda item was submitted electronically by a resident of Montgomery County. Mr. Cohen stated that “there needs to be more funding for preserving open space and farm land.” Mr. Seymour referred to DVRPC’s response – that the long-range plan calls for protecting 1 million acres of open space by 2045. Funding is primarily vested at the municipal, county, state, and federal governmental levels.

Mr. Seymour introduced several new people to the Board: Kelly McFarlane, representing Delaware River Port Authority; Craig Ambrose with the NJ Governor’s Authorities Unit, and Michael Russo who is now the official NJDOT alternate.

ACTION ITEMS

1. Minutes of Meeting of October 25, 2018

The Board adopted the following **motion**:

MOTION by *Mr. Ritzman*, seconded by *Dr. Arkoosh*, to approve the minutes of October 25, 2018.

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

2. Transportation Improvement Program (TIP) Actions

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

- a. **PA19-04: Allens Lane Bridge over SEPTA Rail Line (MPMS# 48193), City of Philadelphia**

PennDOT has requested that DVRPC amend the FY2019 TIP for Pennsylvania by adding the construction phase of the project, Allens Lane Bridge over SEPTA Rail Line (MPMS #48193), back into the TIP in FY19 for \$3,750,000 State 581.

The construction phase was funded on the FY2017 TIP, but the project could not be advertised and let in time under the previous FY2017 program due to the following reasons: utility coordination is very complex due to working with no less than four different utility companies, finalizing cost sharing agreements has taken longer than anticipated, the final ADA approval for the project took longer than expected, and the issues described above impacted other aspects of the project, such as the traffic control plans and categorical exclusion (CE) re-evaluation, which in turn had to be revised as well.

The project consists of the replacement of the existing Allens Lane Bridge carrying two lanes of north/south traffic of S.R. 4003 over two tracks of SEPTA's Chestnut Hill West Regional Rail Line. The existing bridge is being replaced along the existing horizontal alignment and approximate vertical alignment with minimal approach work. The proposed bridge roadway width is one 10-foot wide travel lane in each direction with a 6.6-foot wide shoulder area on the right side to equal the existing 26.6 feet curb-to-curb approach width. Eight (8) foot sidewalks, on both sides of the bridge will be installed to replace the existing sidewalks. The sidewalks will be flanked by 3.5-foot high walls with the existing metal protective barrier mounted to the top of the wall parapets to provide further pedestrian safety. The approach roadway work will include the intersections of Allens Lane with Cresheim Road at the southwest and northeast of the structure.

Financial constraint will be maintained by making adjustments to other existing TIP projects whose schedules or costs have changed. An attached fiscal constraint chart provided by PennDOT shows all of the adjustments taking place, including several that are being handled by staff as Administrative Actions in accordance with the TIP Memorandum of Understanding. All projects listed contribute to fiscal constraint. The TIP's current conformity finding will not be impacted by this amendment as this project is exempt from air quality analysis.

b. PA19-05: PA 252 over Crum Creek (MPMS# 90128), Delaware County

PennDOT has requested that DVRPC amend the FY2019 TIP for Pennsylvania by adding the construction phase of the project, PA 252 over Crum Creek (MPMS #90128), back into the TIP in FY19 for \$14,155,000 (\$6,500,000 State 185/\$7,655,000 State 581) and to update the title of the project to PA 252 Palmers Mill Road Bridge over Springton Dam Spillway to match PennDOT's Multimodal Project Management System (MPMS). The construction phase was funded on the FY2017 TIP, but the project could not be let in time under the previous FY2017 program due to last minute environmental issues.

This project is a moderately complex project with a duration of multiple construction seasons and a completion estimate of October 2021. This project involves the

replacement of State Route (SR) 252 Palmers Mill Road Bridge over the Springton Dam Spillway in Marple and Upper Providence Townships, Delaware County. The new structure will address existing deficiencies and span the expanded Springton Dam spillway (which will be a separate, subsequent project). The bridge replacement will include minor approach work, with the new bridge being replaced on the existing alignment. To maintain two lanes of traffic during construction, a temporary bridge, temporary roadway, and permanent retaining wall will be constructed.

Financial constraint will be maintained by making adjustments to other existing TIP projects.

The TIP's current conformity finding will not be impacted by this amendment as this project is exempt from air quality analysis.

2c. PA19-06: Darby-Paoli Road Bridges (2) Over Little Darby Creek and Wigwam Run (MPMS# 14891), Delaware County

PennDOT has requested that DVRPC amend the FY2019 TIP for Pennsylvania by adding the construction phase of the project, Darby-Paoli Road Bridges (2) Over Little Darby Creek and Wigwam Run (MPMS #14891), back into the TIP in FY19 for \$3,825,000 STU/Toll Credit match.

The construction phase was funded on the FY2017 TIP, but the project could not be let in time under the previous FY2017 program due to a delay in Right-of-Way being cleared. During the Right-of-Way negotiation process, it was discovered that three parcels which were previously thought to belong to an unknown owner were Radnor Township's property. This required Right-of-Way documents to be revised, and an offer was made to Radnor Township. The Township then required time to review and accept the offer and pass the required resolution.

This project involves the complete bridge replacement of two structures that carry Darby-Paoli Road over Little Darby Creek and Wigwam Run, respectively, in Radnor Township, Delaware County.

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

The TIP's current conformity finding will not be impacted by this amendment as this project is exempt from air quality analysis.

The three actions were taken together as one action.

Favorable recommendation was received from the Regional Technical Committee (RTC) on all three actions.

The Board adopted the following **motion**:

MOTION by *Mr. Puchalsky*, seconded by *Dr. Arkoosh* that the Board adopt the following TIP actions:

PA19-04, PennDOT's request that DVRPC amend the FY2019 TIP for Pennsylvania by adding the construction phase of the project, Allens Lane Bridge over SEPTA Rail Line (MPMS #48193), back into the TIP in FY19 for \$3,750,000 State 581.

TIP Action PA19-05, PennDOT's request that DVRPC amend the FY2019 TIP for Pennsylvania by adding the construction phase of the project, PA 252 over Crum Creek (MPMS #90128), back into the TIP in FY19 for \$14,155,000 (\$6,500,000 State 185/\$7,655,000 State 581) and to update the title of the project to PA 252 Palmers Mill Road Bridge over Springton Dam Spillway to match PennDOT's Multimodal Project Management System (MPMS).

TIP Action PA19-06, PennDOT's request that DVRPC amend the FY2019 TIP for Pennsylvania by adding the construction phase of the project, Darby-Paoli Road Bridges (2) Over Little Darby Creek and Wigwam Run (MPMS #14891), back into the TIP in FY19 for \$3,825,000 STU/Toll Credit match.

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

d. PA19-07: Stormwater Management and Wetland Site Repair (MPMS# 111513), Various Counties

PennDOT has requested that DVRPC amend the FY2019 TIP for Pennsylvania by adding a new project, Stormwater Management and Wetland Site Repair (MPMS #111513), and programming the construction phase in FY19 for \$1,000,000 State 581.

This project consists of repairs to three previously constructed wetland mitigation sites along the Exton Bypass (SR 30) in West Whiteland Township, as well as stormwater control measure (SCM) repairs that have been identified through the Visual Site Inspections (VSI's) which are occurring as part of the statewide National Pollutant Discharge Elimination System (NPDES)/Municipal Separate Stormwater Systems (MS-4) compliance program. SCM repairs have been identified in Bucks, and Montgomery Counties. Specific site work will include re-grading, re-planting, inlet and outlet structure repairs, channel restoration, and similar re-construction work.

The proposed work for this project will allow PennDOT to remain in compliance with existing Chapter 105 Waterway permits as well as existing NPDES Permits that have been issued for the project sites. This corrective work has been determined based on coordination with the PA DEP and US Army Corps of Engineers. The locations are as follows:

Bucks County

1. US 202 Parkway, Section 711, in Warrington Township.
2. County Line Road, Section WD1, in New Britian Borough

Chester County

3. US 30, (Exton Bypass), Section MIT, in West Whiteland Township

Montgomery County

4. Allentown Road, Section ART, in Towamencin Township
5. Allentown Road/Avalon Way, Section ART, in Towamencin Township
6. Wambold Road, Section HAT, in Towamencin Township
7. US 202 Parkway, Section 701, in Montgomery Township
8. PA 309 (Fort Washington Expressway), Section 101, in Lower Gwynedd Township
9. PA 309 (Fort Washington Expressway), Section 100, in Whitemarsh and Upper Dublin Townships (Fort Washington)
10. Godshall Road, Section BCG, in Franconia Township

Financial constraint will be maintained by making adjustments to other existing TIP projects whose schedules or costs have changed. The current conformity finding will not be impacted by this amendment.

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following **motion**:

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

PA19-07, PennDOT's request that DVRPC amend the FY2019 TIP for Pennsylvania by adding a new project, Stormwater Management and Wetland Site Repair (MPMS #111513), and programming the construction phase in FY19 for \$1,000,000 State 581.

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

e. PA19-08: ADA Ramp Study (MPMS# 110407), Various Counties

Ms. Schoonmaker pointed out that a revised pink sheet was added to the Board packet as the proposed amendment now includes Philadelphia County.

PennDOT has requested that DVRPC amend the FY2019 TIP for Pennsylvania by adding a new project, ADA Ramps Study (MPMS #110407), and programming the study phase in FY19 for \$300,000 STU/Toll Credit match.

This project involves the inventory and scoping of Americans with Disabilities Act (ADA) ramps in Bucks, Chester, Delaware, and Montgomery Counties, as well as, the City of Philadelphia. The ramps that will be reviewed are those that are on the District Transition List, which is the complete list of all corridors that included Surface Treatment projects since the point at which ADA ramps were not upgraded as part of the project. Surface Treatment projects have triggered the obligation to provide compliant curb ramps where pedestrian walkways intersect the resurfaced streets. Title II of the Americans with Disabilities Act requires that non-compliant ADA ramps be replaced in conjunction with highway resurfacing projects that alter pedestrian crossings. A consultant will help the District to determine the exact locations of ADA ramps that will be included in future design-build ADA ramp contracts.

Financial constraint will be maintained by making adjustments to other existing TIP projects whose schedules or costs have changed. The current conformity finding will not be impacted by this amendment.

Mr. Puchalsky commented that he is thankful that Philadelphia is included in this amendment.

Mr. Ward noted that the RTC reviewed the original amendment that did not include Philadelphia, but did not anticipate a negative response from the RTC. Favorable recommendation was received from the RTC on the original amendment.

The Board adopted the following **motion**:

MOTION by *Dr. Arkoosh*, seconded by *Mr. Puchalsky* that the Board adopt the following TIP action:

PA19-08, PennDOT's request that DVRPC amend the FY2019 TIP for Pennsylvania by adding a new project, ADA Ramps Study (MPMS #110407), and programming the study phase in FY19 for \$300,000 STU/Toll Credit match.

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

f. PA19-09: 2017 Green Light-Go Projects (Various MPMS #s), Various Counties

PennDOT has requested that DVRPC approve the list of 17 projects selected as part of PennDOT's Statewide Green Light-Go program (year four) and amend the FY2019 TIP for Pennsylvania by adding the new projects to the TIP in FY19. Green Light Go funds are "A-073" state funding. The \$11,764,000 for these projects are additional funds to the region.

The Green Light-Go Program is a competitive statewide program established by Act 89 of 2013 to provide state grant funds for the operation and maintenance of traffic signals

along critical and designated corridors on state highways. Act 89 allocated up to \$10 million for state fiscal year 2014/15, up to \$25 million for state fiscal year 2015/16 and up to \$40 million for state fiscal year 2016/17 and beyond. Critical corridors are defined as state highways with AADT greater than 10,000 and/or a traffic signal at the end of a Limited Access Ramp. Designated corridors are state highways with AADT of less than 10,000. Act 101 of 2016 provided updates to the program by reducing the applicant match from 50 to 20 percent, expanding eligible applicants to planning partners and counties, and allowing all projects to be led by applicants. Eligible projects for the program include: Study and removal of unwarranted traffic signals; traffic signal retiming; development of detour, special event and operations plans; LED replacement; asset management; traffic signal operations (real-time monitoring); traffic signal maintenance; innovative technologies (e.g. adaptive signals); communications; connections back to a Traffic Management Center; detection, controller, or modernization upgrades (poles, etc.); and other traffic signal improvements. PennDOT held a competitive round for the fourth year of Green Light-Go funding and made \$31 million available for projects across the state. The DVRPC region received \$16,396,000 for twenty-four projects across the region. Seventeen projects, at a cost of \$11,764,000, are being requested to be added to the TIP at this time. The remaining seven projects will be requested to be added to the TIP at a later date. Costs listed below do not include the local match. General project descriptions provided below are subject to minor changes as scopes are finalized. Following is the list of Statewide Green Light-Go funded projects that were awarded funding in the DVRPC region and will be amended into the FY2019 TIP for Pennsylvania:

Bucks County

- **Edgely Road and Mill Creek Road Traffic Signal Modernization** (MPMS #111690) - \$224,000 to replace and modernize the existing traffic signal equipment at Edgely Road and Mill Creek Road.
- **Bristol Township Traffic Signal Modernization** (MPMS #111689) - \$273,000 to replace and modernize the existing traffic signal equipment at the intersection of New Falls/ Woodbourne/Edgely/Emilie Roads.
- **Northampton Township Traffic Signal Modernization** (MPMS #111691) - \$209,000 to upgrade traffic signals at three intersections along Jacksonville Road and Almshouse Road.
- **Warminster Township Traffic Signal Upgrades 1** (MPMS #111692) - \$75,000 to install radar detection upgrades and battery backup systems at three existing signalized intersections: Johnsville Boulevard/Street Road, Mearns Road/Street Road, and Jacksonville Road/Street Road. The project also includes signal timing modifications to more efficiently handle traffic at the intersections.
- **Warminster Township Traffic Signal Upgrades 2** (MPMS #111693) - \$79,000 to install radar detection upgrades and a battery backup system at the Louis Drive/ Street Road intersection. The project also includes signal timing modifications to more efficiently handle traffic at the intersection.
- **Warminster Township Traffic Signal Upgrades 3** (MPMS #111694) - \$72,000 for

improvements to the existing signalized intersection at Madison Avenue/Street Road, including the installation of a new controller, upgrade to radar detection, and installation of a battery backup system. New signal timings will also be developed.

Chester County

- **West Chester Borough Traffic Signal Modernization** (MPMS #111696) - \$688,000 for installation of radio communications and modernization of traffic signal controllers to 23 traffic signals in the borough with a connection to the PennDOT District 6 Regional Traffic Management Center via trunk fiber connection along US Route 202. The project also includes video detection at six intersections.

Delaware County

- **Concord Township LED Upgrades** (MPMS #111698) - \$244,000 for LED replacements at 16 traffic signals within the township.
- **Media Borough Video Detection Upgrades** (MPMS #111699) - \$130,000 for video detection upgrades along Baltimore Pike, Providence Road and State Street.

Montgomery County

- **Abington Township Signal Modernization** (MPMS #111700) - \$429,000 to fully modernize two traffic signals at Greenwood Avenue/Washington Lane and Jenkintown Road/Meetinghouse Road including new mast arms, signal heads, pedestrian countdown signals, and controllers; video detection and radar dilemma zone detection; battery back-up; and upgraded ADA ramps.
- **Lower Moreland Township Signal Modernization** (MPMS #111703) - \$396,000 to modernize a traffic signal at Huntingdon Pike and Philmont Avenue/Welsh Road including new mast arms, controller assembly, battery back-up, vehicle detection, and accessible pedestrian signals.
- **Towamencin Township Signal Upgrades** (MPMS #111704) - \$342,000 to upgrade 16 traffic signals, including pedestrian countdown signals with ADA-compliant push buttons, and upgrading loop detection to video detection and radar dilemma zone detection.
- **Upper Moreland Township Signal Modernization** (MPMS #111706) - \$253,000 to modernize the traffic signal at Byberry Road and Davisville Road, including new mast arms, signal heads, pedestrian countdown signals, controllers, video detection, radar dilemma zone detection, battery back-up, and upgraded pedestrian crossings and ADA ramps.
- **Upper Providence Township Signal Modernization** (MPMS #111707) - \$232,000 for modernization of a traffic signal at Linfield-Trappe Road and Township Line Road including replacement of wooden poles with conventional mast arms, new LED signals, overhead street name signs, ADA compliant ramps, pedestrian countdown signals with push buttons, and vehicle detection.
- **Whitpain Township Signal Modernization** (MPMS #111708) - \$243,000 to upgrade five traffic signals along Skippack Pike, including controllers, video detection, dilemma zone detection, emergency preemption, ADA push buttons, GPS time clocks, and signal head replacement.

City of Philadelphia

- **Second Street Signal Modernization** (MPMS #111709) - \$3,207,000 to modernize intersections along the Second Street corridor from Callowhill Street to Lehigh Avenue, including but not limited to the installation of traffic controllers, signage and pavement markings, communications equipment to connect back to the City's Traffic Operations Center, and ADA curb ramps.
- **Oregon Avenue Signal Upgrades** (MPMS #111711) - \$4,668,000 to modernize traffic signals along Oregon Avenue from Passyunk Avenue to Front Street, including but not limited to the installation of traffic controllers, signage and pavement markings, communications equipment to connect back to the City's Traffic Operations Center, and ADA curb ramps.

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

The TIP's current conformity finding will not be impacted by this amendment.

Favorable recommendation was received from the RTC.

The Board adopted the following **motion**:

MOTION by *Dr. Arkoosh*, seconded by *Ms. Morton* that the Board adopt the following TIP action:

PA19-09, PennDOT's request that DVRPC approve the list of 17 projects selected as part of PennDOT's Statewide Green Light-Go program (year four) and amend the FY2019 TIP for Pennsylvania by adding the new projects, in the amount of \$11,764,000 A-073, to the TIP in FY19.

Bucks County

- Edgely Road and Mill Creek Road Traffic Signal Modernization (MPMS #111690) - \$224,000 A-073 in FY19.
- Bristol Township Traffic Signal Modernization (MPMS #111689) - \$273,000 A-073 in FY19.
- Northampton Township Traffic Signal Modernization (MPMS #111691) - \$209,000 A-073 in FY19.
- Warminster Township Traffic Signal Upgrades 1 (MPMS #111692) - \$75,000 A-073 in FY19.
- Warminster Township Traffic Signal Upgrades 2 (MPMS #111693) - \$79,000 A-073 in FY19.
- Warminster Township Traffic Signal Upgrades 3 (MPMS #111694) - \$72,000 A-073 in FY19.

Chester County

- West Chester Borough Traffic Signal Modernization (MPMS #111696) - \$688,000 A-073 in FY19.

Delaware County

- Concord Township LED Upgrades (MPMS #111698) - \$244,000 A-073 in FY19.
- Media Borough Video Detection Upgrades (MPMS #111699) - \$130,000 A-073 in FY19.

Montgomery County

- Abington Township Signal Modernization (MPMS #111700) - \$429,000 A-073 in FY19.
- Lower Moreland Township Signal Modernization (MPMS #111703) - \$396,000 A-073 in FY19.
- Towamencin Township Signal Upgrades (MPMS #111704) - \$342,000 A-073 in FY19.
- Upper Moreland Township Signal Modernization (MPMS #111706) - \$253,000 A-073 in FY19.
- Upper Providence Township Signal Modernization (MPMS #111707) - \$232,000 A-073 in FY19.
- Whitpain Township Signal Modernization (MPMS #111708) - \$243,000 A-073 in FY19.

City of Philadelphia

- Second Street Signal Modernization (MPMS #111709) - \$3,207,000 A-073 in FY19.
- Oregon Avenue Signal Upgrades (MPMS #111711) - \$4,668,000 A-073 in FY19.

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

g. PA19-10: Edge Hill Road Reconstruction (MPMS# 57865), Montgomery County

PennDOT has requested that DVRPC amend the FY2019 TIP for Pennsylvania by removing the \$14,000,000 (FY19: \$156,000 STP/\$421,000 STU/Toll Credit, FY20: \$1,923,000 STP/\$9,332,000 STU/Toll Credit, FY21: \$2,168,000 STU/Toll Credit) Edge Hill Road Reconstruction project (MPMS #57865), as the project was let in the previous fiscal year and is fully funded. Funding for this project is no longer needed on the FY2019 TIP, as funds were already obligated.

The purpose of this project is to provide for the safe movement of vehicles and pedestrians on Edge Hill Road and Tyson Avenue between Easton Road and Jenkintown Road. The existing roadway consists of 11 foot lanes and intermittent shoulders used for parking. The proposed roadway will consist of 11 foot lanes and 2 foot minimum shoulders. Parking areas will be provided where feasible. Sidewalks will be constructed where feasible (currently there are no sidewalks). The roadway will be milled and resurfaced where feasible.

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

The TIP's current conformity finding will not be impacted by this amendment.

Favorable recommendation was received from the RTC.

The Board adopted the following **motion**:

MOTION by *Dr. Arkoosh*, seconded by *Ms. Morton* that the Board adopt the following TIP action:

PA19-10, PennDOT's request that DVRPC amend the FY2019 TIP for Pennsylvania by removing the \$14,000,000 (FY19: \$156,000 STP/\$421,000 STU/Toll Credit, FY20: \$1,923,000 STP/\$9,332,000 STU/Toll Credit, FY21: \$2,168,000 STU/Toll Credit) Edge Hill Road Reconstruction project (MPMS #57865), as the project was let in the previous fiscal year and is fully funded. Funding for this project is no longer needed on the FY2019 TIP, as funds were already obligated.

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

h. PA19-11: SEPTA Bus Purchase Program (MPMS# 90512), SEPTA

SEPTA has requested that DVRPC amend the FY2019 TIP for Pennsylvania by increasing funding for the Bus Purchase Program (MPMS #90512), by \$11,716,000 (\$1,500,000 Section 5312/\$9,887,000 State 1514/\$329,000 Local). \$1,500,000 Section 5312 is additional funding to the region.

On August 24, 2018 the Federal Transit Administration (FTA) announced the project selection for the competitive Section 5312 Low or No Emission Grant Program. As part of this program, SEPTA was selected to receive, \$1,500,000 in Federal funds to support an \$11,716,000 project. This competitive grant award brings new funding to the region and will support the purchase of 10 zero-emission all electric buses and related equipment. These vehicles will be deployed throughout the SEPTA Midvale District.

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

The TIP's current conformity finding will not be impacted by this amendment.

Dr. Puchalsky commented that he salutes SEPTA for how the authority is investigating new technology; they are pushing the envelope without taking big risks and leading the country in efforts to reduce emissions. Additionally, he commented that these buses will be deployed in Midvale, a low income neighborhood that can greatly benefit from reduced emissions.

Mr. Rykard asked where is Midvale in the city? Ms. Smith deferred to Mr. Puchalsky who reported that it is in the North West area and near SEPTA's Wayne Junction area.

Mr. Seymour asked if the electric buses can run all day. Ms. Smith replied that while she did not know exactly how long the buses could run on a single charge and this purchase will include several different types of technology, they will most likely recharge at a depot in the neighborhood.

Favorable recommendation was received from the RTC.

The Board adopted the following **motion**:

MOTION by *Mr. Thompson*, seconded by *Dr. Arkoosh* that the Board adopt the following TIP action:

PA19-11, SEPTA's request that DVRPC amend the FY2019 TIP for Pennsylvania by increasing funding for the Bus Purchase Program (MPMS #90512), by \$11,716,000 (\$1,500,000 Section 5312/\$9,887,000 State 1514/\$329,000 Local). \$1,500,000 Section 5312 is additional funding to the region.

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

3. DVRPC FY 2019 Work Program Amendment: Pennsylvania Coastal Resiliency

Amy Verbofsky, a senior planner at DVRPC, presented the proposed project. The Pennsylvania Department of Environmental Protection's (PADEP) CRM program awarded DVRPC \$50,000 to continue to work with municipalities in the Delaware Estuary Coastal Zone (DECZ) to build capacity in assessing climate vulnerability and planning for climate adaptation and resiliency. During Year Three of what is anticipated to be a multi-year project, DVRPC will provide municipalities with information regarding climate change resiliency, mitigation, and adaptation in our region. This will include an interactive web-based story map that addresses current and future vulnerabilities, current and future flood hazard zones, and adaptive steps that could be taken to reduce

flooding and coastal hazard risks. DVRPC staff will provide outreach to municipalities and counties on the use of these tools.

This program will help local governments understand why climate change matters to their community and identify strategies to increase resilience. Strategies that support existing planning goals will be prioritized.

The project is budgeted at \$50,000 with PADEP funding.

Ms. Morton asked if this project is related to the Climate Adaptation Forum DVRPC is hosting on Friday, December 7, 2018. Mr. Seymour responded that the forum is a regional educational effort. While the forum is covering similar topics as this proposed project, this effort would focus on municipalities in Pennsylvania located in the Delaware River's coastal zone.

Favorable recommendation was received from the RTC.

The Board adopted the following **motion**:

MOTION by *Mr. Thompson*, seconded by *Mr. Puchalsky* that the Board amend:

The current FY2019 Work Program to include "Building Capacity to Facilitate Climate Adaptation Planning and Community Resiliency," and authorize the Executive Director to enter into a contract with PADEP for this project.

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

4. Request to Open Public Comment Period for the Re-affirmation of the Conformity Determination of the *Connections 2045* Long-Range Plan, FY2018 TIP for New Jersey, and FY2019 TIP for Pennsylvania

Sean Greene, Manager of DVRPC's Air Quality Programs, presented a request to open a public comment period to reaffirm the Transportation Conformity Determination. On August 3, 2018, the DVRPC planning region was designated as a nonattainment area for the 2015 Ozone National Ambient Air Quality Standard by the US Environmental Protection Agency. The Clean Air Act requires that nonattainment areas must demonstrate transportation conformity to a newly enacted air quality standard within one-year of the effective date of the nonattainment area designations. DVRPC intends to meet this requirement by re-affirming the previous conformity analyses of the *Connections 2045* Long-Range Plan and TIPs for New Jersey and Pennsylvania. Staff will request that the Board approve the release of the Conformity reaffirmation document for a 30-day public comment period ending in January 2019.

Favorable recommendation was received from the RTC.

The Board adopted the following **motion**:

MOTION by *Ms. Floyd*, seconded by *Ms. Morton* that the Board authorize:

Staff to open a minimum 30-day public comment period for the purpose of gathering public and agency comments on the Draft Conformity Re-affirmation for the *Connections 2045* Long-Range Plan, FY 2018 TIP for New Jersey, and FY 2019 TIP for Pennsylvania; to issue proper public notifications; and publish the Draft Conformity Re-affirmation on the Internet and to make copies available at certain public libraries.

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

5. FY2018 DVRPC Competitive CMAQ Program for New Jersey Recommended Projects

Kwan Hui, Manager of NJ Capital Programs at DVRPC presented to the Board a list of projects recommended for Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding from Federal Fiscal Year (FY) 19 to FY21 through the FY2018 DVRPC Competitive CMAQ Program for New Jersey, and amend the FY2018 - 2021 Transportation Improvement Program (TIP) for New Jersey by adding six (6) projects, totaling \$3,898,340 to the line item, Local CMAQ Initiatives (DB #X065) (TIP Action NJ18-052).

CMAQ is a federal program established for projects that contribute to the attainment of the Clean Air Act standards by reducing emissions from highway sources. \$5 million was set aside in the TIP for a regional Competitive CMAQ Program to identify and fund eligible projects to advance starting this FY19. CMAQ funds for the recommended projects would draw from this line item as an Administrative TIP Modification when the projects are ready to submit for authorization. While not all projects are expected to immediately authorize funding in FY19 (between October 2018 and August 2019), all projects must authorize their CMAQ award by August 2021. Per FHWA, an authorization (“obligation”) is a legal commitment: the Federal government’s promise to pay for the Federal share of a project’s eligible cost. There will be no impact on the TIP or Long Range Plan conformity determination. DVRPC has completed a project level analysis for each recommended project, and the DVRPC Competitive CMAQ Program will result in an emissions benefit for the DVRPC region.

The CMAQ Selection Committee recommends awarding \$3,898,340 CMAQ funds for the following six (6) projects in New Jersey:

- 1) \$1,214,400 CMAQ for the construction of the Maidenhead Meadows Trail that is part of The Circuit in Lawrence Township (applicant), Mercer County;
- 2) \$1,185,000 CMAQ for the construction of intersection Improvements at Hamilton Avenue (CR 606) and Kuser Road (CR 619)/Ward Avenue and Hamilton Avenue and Liberty Street in Hamilton Township, Mercer County (applicant);
- 3) \$958,500 CMAQ for the construction of the Gloucester Township Bicycle Trail from Oak Avenue to Evesham Road that is part of The Circuit in Gloucester Township (applicant), Camden County;
- 4) \$200,000 CMAQ for the Pay\$ to Plug In: New Jersey's Electric Vehicle (EV) Charging Grants Program by NJDEP (applicant). This is an existing program conducted by NJDEP that reimburses private and public entities to install EV charging stations. The DVRPC CMAQ award amount is based on the current wait list of applicants from the DVRPC NJ region that NJDEP provided to DVRPC; and the award would be in addition to more than \$10 million of funds that NJDEP has available for this program from the Volkswagon Settlement and two NJ MPOs (NJTPA an SJTPO). Further, the DVRPC CMAQ award would be restricted to benefit only Local Public Agencies in the DVRPC NJ region, such as municipalities.
- 5) \$124,440 CMAQ for Electric Vehicle Ride and Drive Events by NJDEP (applicant). The DVRPC CMAQ award would provide for approximately 10 public education and outreach events throughout the DVRPC NJ region to promote consumer adoption of electric vehicles. NJDEP will issue a Request for Proposal (RFP) to secure one or more qualified contractors to design, implement and manage the Ride and Drive events and to provide event metrics and pre- and post-drive survey data to evaluate project effectiveness. It is expected that greater market penetration of EVs will reduce emissions of pollutants and greenhouse gases.
- 6) \$216,000 CMAQ for Emergency Medical Services Idle Reduction Grant Program by NJDEP (applicant), which would serve as a new pilot program conducted by NJDEP in the State of New Jersey for the DVRPC NJ region. It aims to reduce idling emissions from ambulance vehicles by reimbursing public and private entities up to 75 percent of the purchase and installation cost of on-board battery-powered auxiliary power units (APUs) for their ambulance vehicles. The DVRPC CMAQ award will request NJDEP to require these entities to keep APUs in operation for four years instead of three years. Idling ambulances are a source of excess emissions because they need to idle for patient safety and to keep medications temperature controlled. APUs will reduce the time the engine is required to run in order to keep ambulances functioning properly. The APU will be able to fully power the needs of a vehicle such as, heating, air, lights, camera, laptops, radio, refrigerator, chargers and power-load stretchers, without requiring the vehicle's engine to run. This pilot project is intended to publicize the availability and effectiveness of the technology,

incentivize the purchase of APUs, and potentially expand the program as a statewide initiative.

All submitted projects were reviewed for CMAQ eligibility and then evaluated by the New Jersey CMAQ Selection Committee based on the criteria posted in the FY2018 Competitive CMAQ Program Guidance. The following evaluation criteria are as follows:

- 1) Project Readiness (maximum score of 25)
- 2) Sponsor Capacity (maximum score of 25)
- 3) Cost-Effectiveness (maximum score of 20)
- 4) Long-Term Viability of Emissions Benefit (maximum score of 20)
- 5) Environmental Justice (maximum score of 5)
- 6) Level of Match (maximum score of 5)

The maximum score for a project is 100. The higher the total project score, the more favorable the project is for the program. DVRPC received seven (7) applications requesting a total of \$5,538,536. However, the CMAQ Selection Committee does not recommend all applications for funding because not all applications are deemed able to meet the time constraint for delivery (authorization) that is established for this competitive program. The CMAQ Selection Committee is composed of representatives from various public agencies, including a member of the DVRPC Public Participation Task Force and Delaware Valley Goods Movement Task Force. For further program details, please visit www.dvrpc.org/cmaq.

Favorable recommendation was received from the RTC.

The Board adopted the following **motion**:

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

The list of projects recommended for Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding from Federal Fiscal Year (FY) 19 to FY21 through the FY2018 DVRPC Competitive CMAQ Program for New Jersey, and amend the FY2018 - 2021 Transportation Improvement Program (TIP) for New Jersey by adding the following six (6) projects, totaling \$3,898,340, to the line item, Local CMAQ Initiatives (DB #X065) (TIP Action NJ18-052):

- 1) \$1,214,400 CMAQ for the construction of the Maidenhead Meadows Trail that is part of The Circuit in Lawrence Township (applicant), Mercer County;
- 2) \$1,185,000 CMAQ for the construction of intersection Improvements at Hamilton Avenue (CR 606) and Kuser Road (CR 619)/Ward Avenue and Hamilton Avenue and Liberty Street in Hamilton Township, Mercer County (applicant);

- 3) \$958,500 CMAQ for the construction of the Gloucester Township Bicycle Trail from Oak Avenue to Evesham Road that is part of The Circuit in Gloucester Township (applicant), Camden County;
- 4) \$200,000 CMAQ for the Pay\$ to Plug In: New Jersey's Electric Vehicle (EV) Charging Grants Program by NJDEP (applicant). The DVRPC CMAQ award would be restricted to benefit only Local Public Agencies in the DVRPC NJ region, such as municipalities.
- 5) \$124,440 CMAQ for Electric Vehicle Ride and Drive Events by NJDEP (applicant); and
- 6) \$216,000 CMAQ for Emergency Medical Services Idle Reduction Grant Program by NJDEP (applicant), which would serve as a new pilot program conducted by NJDEP in the State of New Jersey for the DVRPC NJ region.. The DVRPC CMAQ award will request NJDEP to require entities to keep APUs in operation for four years instead of three years.

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

6. Release of Draft FY2020 DVRPC Unified Planning Work Program for Review and Comment

Executive Director Barry Seymour and Deputy Executive Director John Ward provided an overview of the Draft Work Program and sought authorization to distribute for review and comment the Draft Fiscal Year 2020 Planning Work Program consisting of : (1) DVRPC's Regular Work Program, (2) Supportive Regional Highway Planning Program (SRHPP), and (3) Transit Support Program (TSP). The Planning Work Program reflects the policy direction provided by the Board's Planning Work Program Committee and the input from member governments, operating agencies and other regional organizations. The draft document will be made available to Board members at the December Board Meeting, posted on the DVRPC website, and hard copies will be sent to the regional libraries and tribal governments. All comments should be directed to public_affairs@dvrpc.org.

A handout in the Board packet detailing the budget (aka Table B) and a list of originally proposed projects, some of which cannot be funded or completed in the upcoming fiscal year, was printed incorrectly. Mr. Seymour distributed a complete packet electronically immediately after the Board meeting.

Mr. Ward gave an overview of the work program development timeline and highlighted different aspects of the operational budget. Some projects will need to be funded by the TIP or by PA Supplemental (a competitive funding program). Mr. Seymour stated that the proposed budget, with those funding sources, would be presented to the Board in January. Mr. Ward stated that the final Work Program document with any changes will be presented to the Board for action in January.

Hardcopies were available at each Board member's seat. More hardcopies were available for Board members to take back to the office for other colleagues' review. Additionally, Mr. Seymour indicated that staff will mail out hardcopies if requested, and will make the document available for view on DVRPC's website.

Mr. Ward reported that this action was not reviewed by the RTC as the Work Program was still in development.

The Board adopted the following **motion**:

MOTION by *Ms. Floyd*, seconded by *Ms. Morton* that the Board authorize:

Distribution of the DVRPC Draft Fiscal Year 2020 Planning Work Program for review and public comment from December 6, 2018 until 5:00 PM on January 7, 2019.

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

PRESENTATION ITEM

Community Impacts of Multifamily Development

Andrew Svekla, Associate Manager of the Office of Smart Growth presented preliminary findings of a current study – Community Impacts of Multifamily Development. This project is investigating a variety of issues related to multifamily development in order to help planning partners better evaluate individual development proposals and broader land use regulations. This presentation highlighted recent multifamily development trends and growing demand for multifamily rental housing, and recognized that proposals to build new apartments often face community and/or political resistance based on concerns related to traffic, fiscal, or other community impacts. His presentation included new research on multifamily households and travel behavior.

Mr. Seymour commented that DVRPC has long advocated for smart growth, which includes multifamily housing in a variety of communities. He commented that this study's early findings may confirm a change in "consumer choices" as well as household demographics.

DISCUSSION ITEM

8. One Minute Reports

Louis Cappelli, Camden County, reported that he attended the ribbon cutting of the new American Water headquarters located on Camden's waterfront. It's another sign of Camden's revitalization spurred by employers, such as Subaru, locating in Camden.

Michelle Kichline, Chester County, shared that the Chester County Planning Commission staff celebrated the recent adoption of the county's comprehensive plan, *Landscapes 3*.

June Morton, Camden City, echoed her appreciation for Ted Dahlburg who regularly reached out and included member governments in freight and aviation planning.

Christopher Puchalsky, City of Philadelphia, reported that Indego Bike Share is in a pilot phase of testing electric bikes. Offering electric bikes was a recommendation included in Indego's recent business plan, released earlier in 2018. Ten electric bikes are in the field and, so far, are being utilized four to five times more than regular bikes. Customer feedback also shows favorable experiences. You can find the location of the bikes within the Indego app. Also the bikes are painted white instead of blue.

Michael Russo, NJDOT, commented that he has worked a lot with DVRPC staff and looks forward to now serving on the Board.

Jim Ritzman, PennDOT, shared that the commonwealth occasionally entertains unsolicited proposals for public-private partnerships. One such idea is turning a large site in Chalfont Borough into a wetlands mitigation bank. A Request for Qualifications for parties interested in managing that site will be open later in December.

9. Executive Director's Report

Mr. Seymour commented on President Bush's passing and the passage of seminal transportation legislation, Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). He also noted that DVRPC's federal partners were not at the Board meeting because they have off for a national Day of Mourning.

a. Meeting with NJDOT Commissioner Diane Gutierrez-Scaccetti

Mr. Seymour mentioned that several senior staff members recently met with Commissioner Diane Gutierrez-Scaccetti. She said that she looks forward to attending a board meeting in the near future.

b. Major Metros Roundtable

Mr. Seymour regularly participates in the National Association of Regional Council's (NARC) Major Metros Roundtable conference call. NARC staff gave an update on the mid-term elections and that incoming house members have already identified infrastructure as a priority. Infrastructure may be, and in the past has been, a bi-partisan issue. The year 2020 is when the federal transportation bill is up for reauthorization. U.S. Representative Peter DeFazio of Oregon, as the new senior ranking member, will be the new head of the Transportation and Infrastructure Committee. He is a proven leader in transportation.

c. Trail Funding Opportunity

Mr. Seymour directed Board members' attention to an informational flyer with details about the latest round of Regional Trails Program funding, supported with William Penn Foundation funding. He also pointed out that Pennsylvania municipalities may also be eligible for TA Set-Aside funding to possibly support final design and construction. Those potential projects may be reviewed at the same time to identify the best source or may benefit from phasing, utilizing both sources. The call for proposals closes on 12/14.

d. Climate Adaptation Forum

Mr. Seymour shared information about the upcoming Climate Adaptation Forum on Friday, 12/7. This Forum will highlight recent and ongoing research and activities by PennDOT, NJDOT, and Maryland's DOT related to how our road systems and other public infrastructure and buildings are affected by flooding, and what tools are available to prioritize investments to protect them.

e. Futures Group Meeting

Mr. Seymour shared information about the upcoming Futures Group meeting on 12/11. Presentations and panel discussion will focus on smart cities and smart transportation technologies, infrastructure design and microtransit, and the changing nature of production in a digitizing world. Speakers will be from the University of Pennsylvania, Econsult Solutions, Inc., and Drexel University's Center for Mobilities Research and Policy.

f. Regional Safety Task Force

The next meeting of the Regional Safety Task Force will be on 12/13 and focus on older adults and safety.

g. New Releases

Mr. Seymour mentioned several new reports, including a municipal implementation tool brochure on safety, the 2015 edition of the regional Greenhouse Gas Inventory, a concept plan for Exton Train Station, a concept plan for transit along Delaware Avenue, and a plan for Neighborhood Greenways that covers each City Council District in Philadelphia.

In regards to the Greenhouse Gas Inventory, Mr. Seymour noted that between 2005 to 2015, there was a 20% reduction in emissions, and since 2010 to 2015, there was a 10% reduction in emissions. Most of these reductions were made through increased energy efficiency of vehicles and the changing mix of sources used to generate

electricity. There is now less energy being generated by coal and much more from natural gas. Further reductions may be harder.

While not listed on the agenda, Mr. Seymour also announced that the Public Participation Task Force (PPTF) will be reviewing applications for new members at the end of the calendar year. If anyone has questions or would like to recommend someone, please see Shoshana Akins.

10. Committee Reports

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

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

OLD BUSINESS

No old business was stated.

NEW BUSINESS

No new business was stated.

There being no further business, the meeting was adjourned at 11:42 a.m. on a

MOTION by *Ms. Floyd*, 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.

Alison Hastings, Acting Recording Secretary