

**DELAWARE VALLEY REGIONAL PLANNING COMMISSION**

**BOARD COMMITTEE**

Minutes of Meeting of June 27, 2019

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	James Vari
New Jersey Governor's Appointee	Adam Sternbach
Pennsylvania Department of Transportation	Jim Mosca
Pennsylvania Governor's Appointee	Gina Burritt
Pennsylvania Governor's Policy & Planning Office	Nedia Ralston
Bucks County	Diane Ellis-Marseglia
	Rich Brahler
Chester County	Michelle Kichline
	Brian O'Leary
Delaware County	Kevin Madden
	Linda Hill
Montgomery County	Jody Holton
Burlington County	Mark Remsa
Camden County	Louis Cappelli
	Andrew Levecchia (not represented)
Gloucester County	Leslie Floyd
Mercer County	Peter Rykard
City of Chester	Chris Puchalsky
City of Philadelphia	Mark Squilla
	June Morton
City of Camden	Stephani Register
City of Trenton	

**Non-Voting Members**

Federal Highway Administration	
New Jersey Division	(not represented)
Pennsylvania Division	(not represented)
	(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  
New Jersey Department of Environmental Protection  
Pennsylvania Department of Environmental Protection  
Delaware River Port Authority  
Port Authority Transit Corporation  
New Jersey Office of Planning Advocacy  
Pennsylvania Department of Community and  
Economic Development

Lou Millan  
(not represented)  
(not represented)  
(not represented)  
Rohan Hepkins  
(not represented)

Michael Shorr

DVRPC Co-Counsel  
Pennsylvania Co-Counsel  
New Jersey Co-Counsel

Andy Bockis  
Tom Coleman

DVRPC Staff  
Barry Seymour, Patty Elkis, Alison Hastings, Elizabeth Schoonmaker, Mike Boyer, Greg Krykewycz, Karen Cilurso, Shosana Akins, Tom Edinger, Ronald Joseph, Elise Turner, Natalie Cramer, Kwan Hui, Jesse Buerk, Brett Fusco, Sonia Lee, Elizabeth Compitello, Paul Smith, Tom Keenan, Najah Jackson, and Renee Wise.

Guests  
PennDOT District 6  
TransSystems  
French & Parrello

Kathleen Winfree  
Michael Cuddy  
Robert DiCroce

### **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**

No public comments were stated.

### **ACTION ITEMS**

#### **1. Minutes of Meeting of May 23, 2019**

The Board adopted the following **motion**:

**MOTION** by *Ms. Holton*, seconded by *Ms. Kichline*, to approve the minutes of May 23, 2019.

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. PA19-64: Outdoor Advertising Control (MPMS #113257), Various Counties**

PennDOT has requested that DVRPC amend the FY2019 TIP for Pennsylvania by adding a new project, the Outdoor Advertising Control (MPMS #113257) project, by programming a \$600,000 Right-of-Way phase in FY19 for \$266,000 STU and FY20 for \$334,000 STU.

PennDOT District 6-0 has been federally required (23 CFR 750.705b) since 2006 to conduct regular surveillance and ongoing illegal sign surveillance for outdoor advertising devices. STU funds are federal transportation funds which are eligible to use for the purpose of conforming to the federal highway beautification act on state and NHS roads.

The current surveillance must be completed before December 2020. An average of 16 approved signs per week must be surveilled, over a two year cycle, to meet the deadline for regular surveillance.

A total of 1,450 approved signs must be surveilled on a regular basis:

Bucks County – 300 signs

Chester County – 150 signs

Delaware County – 150 signs

Montgomery County – 150 signs

City of Philadelphia – approximately 700 signs (first time surveillance)

The ongoing surveillance of illegal signs will: 1) identify illegal signs for the purpose of legalization, 2) assure that signs erected comply, at a minimum, with size, spacing, and lighting, and 3) remove illegal signs expeditiously.

In addition, the District will continue to perform the administrative responsibilities of application processing by reviewing available documentation and conducting routine field inspections to make recommendations for approval or denial of Outdoor Advertising Device Permits. The District will also continue to log all signs identified as illegal and follow through with written requests for permit applications or removal of the signs.

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.

One public comment was received from Leonard Fritz of Gloucester County asking if there are similar programs in New Jersey. A response from DVRPC followed and additional response from NJDOT is pending.

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following **motion**:

**MOTION** by *Mr. Mosca*, seconded by *Mr. Brahler* that the Board adopt the following TIP action:

PA19-64, PennDOT's request that DVRPC amend the FY2019 TIP for Pennsylvania by adding a new project, the Outdoor Advertising Control (MPMS #113257) project, by programming a \$600,000 Right-of-Way phase in FY19 for \$266,000 STU and FY20 for \$334,000 STU.

**b. PA19-65: I-95 Philadelphia to Scudder Falls (MPMS #92582), Bucks County**

PennDOT has requested that DVRPC amend the FY2019 TIP for Pennsylvania by adding the construction phase for the I-95 Philadelphia to Scudder Falls (MPMS #92582) project back into the TIP in the amount of \$8,000,000 (FY20: for \$608,000 State 581, FY21: \$7,316,000 State 581, and FY22: for \$76,000 State 581) and increasing the scope to include an additional section of pavement. The total estimated construction for this project is \$40,596,000.

This project involves milling and overlaying of the existing bituminous pavement. Work also includes updating guiderail to meet current standards, repair or replacement of existing damaged or faded signs and minor bridge deck repairs in Bensalem, Bristol, Middletown, and Lower Makefield Townships in Bucks County.

PennDOT is close to the completion of the I-95 Philadelphia to Scudder Falls (PM1) pavement preservation project. The project limits run from the City of Philadelphia line to the Yardley-Newtown Road overpass in Bucks County. This project will provide new pavement to this heavily traveled roadway within the entire limits, from the Philadelphia County Line to the Bucks County Line, except for one area.

The section that was not part of the project was I-95 southbound from Street Road to the City of Philadelphia line or approximately 19,300 feet (3.7mi). During the design year of 2016 for the section PM1 project, this area was not considered as it had already received some maintenance restoration and would have increased the project cost estimate. Since that time the section omitted from the contract is starting to show significant deterioration to the point that PennDOT would like to rehabilitate it under the PM1 contract. The restoration described below is the same resurfacing that was completed on the same 19,300 feet (3.7mi.) section for northbound I-95.

The scope of work includes the removal of all bituminous pavement from the base concrete, perform the necessary concrete patching, seal the joints and the base concrete with a Polymer Modified Emulsified Asphalt Paving System and overlay with a leveling and two inches of super pave. This system has demonstrated a 12-15 year of service life before another overlay is required.

In addition to the paving, the project has started upgrading all cable and guide rail protection to be compliant with the Manual for Assessing Safety Hardware (M.A.S.H.) standards. This scope of work includes shoulder backup, end treatment and attenuator upgrades and bridge attachment modifications along the 22.47 mile section of divided highway to meet the new standards.

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. Madden*, seconded by *Mr. Thompson* that the Board adopt the following TIP action:

PA19-65, PennDOT's request that DVRPC amend the FY2019 TIP for Pennsylvania by adding the construction phase for the I-95 Philadelphia to Scudder Falls (MPMS #92582) project back into the TIP in the amount of \$8,000,000 (FY20: for \$608,000 State 581, FY21: \$7,316,000 State 581, and FY22: for \$76,000 State 581) and increasing the scope to include an additional section of pavement.

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

**c. PA19-66: 59th Street over AMTRAK (Bridge) (MPMS #98229), City of Philadelphia**

PennDOT has requested, on behalf of the City of Philadelphia, that DVRPC amend the FY2019 TIP for Pennsylvania by drawing funding down in the amount of \$28,140,000 from the County Bridge Line Item (MPMS #95447) for the 59th Street over AMTRAK (Bridge) (MPMS #98229) project, by programming \$2,040,000 for preliminary engineering (FY20: \$816,000 State 183/\$204,000 Local, FY21: \$816,000 State 183/\$204,000 Local); \$2,000,000 (\$1,600,000 State 183/\$400,000 Local) for final design in FY23; \$4,100,000 (\$3,280,000 State 183/\$820,000 Local) for utility in FY23; and \$20,000,000 (\$16,000,000 State 183/\$4,000,000 Local) in FY23 for construction.

This project involves replacement of the 59th Street Bridge over Amtrak (City Bridge #631) in the City of Philadelphia. Work will include demolition and removal of the existing bridge (City Bridge #631), a four simple-span, partially concrete-encased-steel girder/floorbeam/jackarch bridge superstructure, along with portions of the existing reinforced concrete abutment and pier substructures, carrying 59th Street over and above the tracks of the National Railroad Passenger Corporation (Amtrak) and the Southeastern Pennsylvania Transportation Authority (SEPTA). The construction of a proposed steel multi-girder bridge with a reinforced concrete composite deck atop reinforced concrete abutments and piers; full depth roadway reconstruction and limited

repaving, curb and sidewalk reconstruction, street lighting improvements, ADA-compliant curb ramp construction, railroad electric traction (ET) system modification, utility relocation, and other miscellaneous construction.

This bridge project was previously planned as a rehabilitation, but after inspection, the structure's deficiencies were found significant enough to warrant a complete replacement. The City of Philadelphia re-scoped accordingly and came up with an increase in cost during the FY2019 TIP update. The current cost is accounted for in the County Bridge Line Item, and will be drawn down out to its own project number. The project will be managed by the Philadelphia Streets Department. The City will restart the Preliminary Engineering phase of this 93-year-old bridge. This structurally deficient bridge requires interim structural inspections due to superstructure and substructure condition ratings. This work is necessary to replace the existing poor bridge (with a sufficiency rating of 32.5) with a safe and reliable proposed structure.

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

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following **motion**:

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

PA19-66, PennDOT's request, on behalf of the City of Philadelphia, that DVRPC amend the FY2019 TIP for Pennsylvania by drawing funding down \$28,140,000 from the County Bridge Line Item (MPMS #95447) for the 59th Street over AMTRAK (Bridge) (MPMS #98229) project, by programming \$2,040,000 for preliminary engineering (FY20: \$816,000 State 183/\$204,000 Local, FY21: \$816,000 State 183/\$204,000 Local); \$2,000,000 (\$1,600,000 State 183/\$400,000 Local) for final design in FY23; \$4,100,000 (\$3,280,000 State 183/\$820,000 Local) for utility in FY23; and \$20,000,000 (\$16,000,000 State 183/\$4,000,000 Local) in FY23 for construction.

Motion passed, with one abstention from Ms. Burritt.

**d. PA19-67: Railroad Grade Crossing projects (Various MPMS #s), Various Counties**

PennDOT has requested that DVRPC amend the FY2019 TIP for Pennsylvania by adding three Statewide funded Railroad Grade Crossing projects in the amount of \$628,000 for construction, Chambers Road Grade Crossing (MPMS #103215), Thompson Road Railroad Warning Devices (MPMS #16169), Highland Avenue Railroad Preemption (MPMS #113251). These are additional funds to the region.

Chester County

The Chambers Road Grade Crossing project will install railroad warning lights between Hillendale Road and Baltimore Pike in New Garden Township by programming \$208,000 RRX in FY19 for construction.

Thompson Road Railroad Warning Devices project will install railroad warning devices between Chambers Road and Scarlett Road in New Garden Township by programming \$100,000 RRX in FY19 and \$120,000 RRX in FY20 for construction.

Delaware County

Highland Avenue Railroad Preemption project will install a preemption system between the traffic signal on PA 291 and Highland Avenue Railroad Crossing in the City of Chester by programming \$200,000 RRX in FY22 for construction.

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. Madden*, seconded by *Ms. Holton* that Board adopt the following TIP action:

PA19-67, PennDOT's request that DVRPC amend the FY2019 TIP for Pennsylvania by adding three Statewide funded Railroad Grade Crossing projects in the amount of \$628,000 for construction, Chambers Road Grade Crossing (MPMS #103215), Thompson Road Railroad Warning Devices (MPMS #16169), Highland Avenue Railroad Preemption (MPMS #113251). These are additional funds to the region.

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

**e. PA19-68: Bethel Road Roundabout (MPMS #111021), Delaware County**

PennDOT has requested that DVRPC amend the FY2019 TIP for Pennsylvania by adding a \$579,000 sHSIP/Toll Credit Match Preliminary Engineering phase to the Bethel Road Roundabout (MPMS #111021) project in FY19.

This project will install a roundabout at Bethel Road and Mill Road in Upper Chichester Township, Delaware County. The Preliminary Engineering (PE) phase was inadvertently omitted during the FY2019 TIP update process. This action will add the PE phase to the TIP for this project.

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

One public comment was received from Leonard Fritz of Gloucester County asking whether there will be detours during construction of this project and for how long. A

response followed, indicating that there will be detours for approximately one construction season.

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following **motion**:

**MOTION** by *Mr. Rykard*, seconded by *Mr. Madden* that Board adopt the following TIP action:

PA19-68, PennDOT's request that DVRPC amend the FY2019 TIP for Pennsylvania by adding a \$579,000 sHSIP/Toll Credit Match Preliminary Engineering phase to the Bethel Road Roundabout (MPMS #111021) project in FY19.

**3. Request to Open a Public Comment Period for the Draft FY2020 Transportation Improvement Program (TIP) for New Jersey; and the Draft Conformity Finding of the Long-Range Plan (LRP) and TIPs**

Kwan Hui, DVRPC Manager, NJ Capital Programs, explained that DVRPC staff is requesting to open a public comment period on the Draft FY2020 Transportation Improvement Program (TIP) for New Jersey and the Draft Conformity Determination for the *Connections 2045* Long-Range Plan (LRP), FY2019 TIP for Pennsylvania, and Draft FY2020 TIP for New Jersey, with proper public notification, as well as to publish the Draft TIP and Draft Conformity Finding documents, to post them on the Internet, to make copies available at certain public libraries, and to hold public meetings.

Federal law and planning regulations require the development of a LRP and TIP in order for the metropolitan region to be eligible to receive federal transportation funds. The MPO creates the LRP and TIP in cooperation with state and transit operators, and must provide the public opportunity for input and comment. A minimum 30-day public comment period must be conducted prior to a formal Board action to adopt the LRP and TIP.

The final conformity rule promulgated by US EPA (40 CFR 51 and 93) requires that the LRP or TIP must not cause new air quality violations, worsen existing violations, or delay timely attainment of federal standards; that Transportation Plans and Programs demonstrate conformity to the applicable State Implementation Plans (SIP) for air quality.

One public comment from Ian Henderson of Mercer County was received in support of this action.

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following **motion**:



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

Staff to open a public comment period for the purpose of gathering public and agency comments on the Draft FY2020 Transportation Improvement Program (TIP) for New Jersey and the Draft Conformity Determination of the *Connections 2045* Long-Range Plan (LRP), FY2019 TIP for Pennsylvania, and Draft FY2020 TIP for New Jersey; to issue proper public notifications; to publish the draft documents on the Internet; to make copies available at certain public libraries; and to hold public meetings.

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

#### **4. DVRPC Self-Certification of the Metropolitan Transportation Planning and Programming Process**

Patty Elkins, DVRPC Director of Planning, 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. A Coordinated Human Services Transportation Plan has been jointly developed by DVRPC and its state, county, and transit agency partners who periodically convene to maintain and update the plan.

8. 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 is working with its partners to include these new factors in the planning process.
9. The provision of 49 CFR part 20 regarding restrictions on influencing certain activities has been met.
10. 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.
11. Environmental justice analysis for low income and minority populations is being included in the regional transportation planning process.
12. DVRPC's programs are conducted consistent with regulations regarding disadvantaged business enterprise programs.
13. The Americans with Disabilities Act and US DOT regulations entitled Transportation for Individuals with Disabilities, and Section 504 of the Rehabilitation Act of 1973 have been met.
14. DVRPC's 4-year Federal Certification Review was conducted by FTA and FHWA in October 2018 and resulted in several Commendations, several Recommendations, and one Corrective Action which was related to the need to update the Assurances that are contained in all contracts that DVRPC lets. DVRPC updated the necessary Assurances effective January 14, 2019 and the Certification Review Final Report, dated February 8, 2019, indicates that the Federal Review Team considers this Corrective Action addressed.
15. 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.
16. 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.

The Board adopted the following **motion**:

**MOTION** by *Mr. Remsa*, seconded by *Mr. Puchalsky* that the Board certify:

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 by adopting resolution B-FY19-002.

### **5. Election of Fiscal Year 2020 Board Officers**

Barry Seymour, DVRPC Executive Director, first thanked the FY2019 Board Officers for their service, and especially Board Chair Nedia Ralston.

Mr. Seymour presented the nominating committee recommendations for Fiscal Year 2020 (July 1, 2019 through June 30, 2020) DVRPC Board Officers. Ms. Ralston 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 – Sean Thompson, New Jersey Department of Community Affairs  
Vice Chair – Councilman Mark Squilla, City of Philadelphia.  
Secretary – Leslie Floyd, Mercer County  
Treasurer – Gina Burritt, PA Governor’s Appointee

Kevin Madden from Delaware County, with Linda Hill as alternate, was selected to represent the Pennsylvania counties on the Executive Committee. Leslie Floyd from Mercer County, with Matthew Lawson as alternate, was recommended to serve as the New Jersey counties representative on the Executive Committee.

**MOTION** by *Ms. Marseglia*, seconded by *Ms. Kichline* that the Board approve:

The slate of nominees for FY2020 DVRPC Board Officers as recommended by the Nomination Committee.

## **PRESENTATION ITEM**

### **6. TIP/LRP Project Benefit Criteria Update**

Brett Fusco, DVRPC Manager, Long-Range Planning, and Jesse Buerk, DVRPC Manager, Capital Project Development, explained that DVRPC staff has been working with a subcommittee of the Regional Technical Committee to update criteria for evaluating new project candidates that would be added to either the PA or NJ Transportation Improvement Programs (TIP) or to the DVRPC Long Range Plan. A briefing on the proposed universal benefit criteria which allow the same criteria to address both highway and transit funded projects, and can be used in both states in the DVRPC region was provided. Using data driven considerations, the proposed benefit criteria will help the region most effectively balance prioritizing and programming the regions needs and resources.

Kevin Madden, Delaware County, thanked staff for the hard work and asked if it is possible to create a one page document for Board members that helps outline the “why” of proposed TIP actions as they relate to the new criteria. Mr. Buerk responded that staff has discussed various ways to sort the criteria and the cost benefit ratio of various projects and that feedback on a simple tool would be discussed with the Subcommittee

and that feedback would be welcome. Staff intends to continue to evaluate new candidate projects and add them to the Decision Lens model over time.

Discussion on the use of the regional model and using projected data in this process ensued, with questions regarding why models and projections were not explicitly used. Jody Holton, Montgomery County, commented that the county has used the regional model for projects and recommends that municipalities use the modeling that DVRPC provides. Mr. Madden also inquired about the use of projected data which looks toward future conditions. Michelle Kichline, Chester County, noted that the population of Chester County is projected to increase by 30 percent according to DVRPC's model and Long Range Plan and inquired how DVRPC would evaluate counties that are growing, projected increases in jobs, and other factors. Staff explained that future growth needs and projections are actually embedded in the criteria such as centers and CMP strategies. Mr. Fusco responded that for the sake of comparing all the different projects in different phases on a level playing field, it is important to rely on readily available data sources based on actual conditions. Mr. Buerk clarified that there are certain instances where model data would be used, for example, when a new facility is proposed and there is no data on current usage levels, but models generally do not have the capability to measure impacts from the multiple types of transportation improvements that a multimodal TIP project would implement.

DVRPC Executive Director Barry Seymour noted that DVRPC needs consistent regional scale datasets to score all projects on a level playing field. We also recognize the priorities in one area will be different from another. The evaluation criteria is one piece of information to inform project selection, but is not the only consideration for prioritizing projects. The process of developing project concepts includes consideration of future growth and other trends. Another important consideration is the fact that there are not enough funds for all of the region's priorities. This analysis is one part of the decision-making process to help determine which projects to fund, but it is far from the only factor.

Mark Remsa, Burlington County, noted that it is good to consistently review the criteria but it is also important to review the data and use the best available data. For example, a critical piece of infrastructure may fall just outside a center that is being evaluated. He also noted that truck data on New Jersey roads is largely based on rule-of-thumb estimates, which could skew the evaluation results for a project in an area with more freight traffic. Mr. Buerk responded that DVRPC is aware of these limitations and will continue to work to address these issues going forward. Staff noted that the benefit evaluation criteria will continue to evolve and will strive to incorporate new and better data sources as they become available. DVRPC intends to regularly update the evaluation criteria with each update to the region's long-range plan.

June Morton, Camden City, expressed appreciation to staff for careful evaluation and providing a great deal of information in a way that can be easily understood. Jim Mosca, PennDOT, commented that the participation process was great and that PennDOT looks forward to assisting in updating the criteria moving forward. Mr. Mosca noted that this will help with the certification process.

Mr. Seymour called the Board's attention to the fact that a public commenter asked to comment on an action item. Chair Nedra Ralston welcomed Mary Tracy of Scenic Philadelphia to the podium. Ms. Tracy commented on action item 2a (PA19-64: Outdoor Advertising Control (MPMS #113257), Various Counties. She thanked the Board for passing this action and noted that Scenic Philadelphia has been working on this issue since 1990. Ms. Tracy urged the Board to look into the fees that Billboard companies pay for signs. She noted that the permit fees for the signs are only \$15 and yet the maintenance that is required for the signs goes to the city, county, or municipality and not the companies that own the signs. Ms. Tracy noted that it would be great to have a report that looks at the true costs of what is being spent to abide by the Federal Highway Beautification Act. Mr. Madden asked if the fees that Ms. Tracy stated are by state. Ms. Tracy responded that they are and if the sign meets the criteria they are approved at that rate.

## **DISCUSSION ITEM**

### **7. One Minute Reports**

Rohan Hepkins, PATCO, reported that a week ago today the region woke up to rain and a storm that hit PATCO very hard especially on the NJ side, affecting stations and truncating the line. PATCO was more affected by this than by Hurricane Sandy. PATCO was able to get the track beds back and the system was up and running by afternoon. The Ashland Station elevator is still out of service as a result of the storm but work is being done to get it operating again.

Lou Millan, NJ Transit, reported that NJ Transit will be celebrating its 40<sup>th</sup> Anniversary next month and more details about events are forthcoming.

Chris Puchalsky, City of Philadelphia, reported that the regulations on dock-less bike share were put out last week and the city is working on implementing dock-less bike share soon. The City has taken steps to get speed cameras on Roosevelt Boulevard.

Jody Holton, Montgomery County, thanked DVRPC for their assistance with the recent webinar on Complete Streets. The county has a draft out and hopes to have out the final report in the fall.

Mark Remsa, Burlington County, reported that the Freeholders approved the Highway Master Plan and had a pre-application meeting with developers.

Lou Cappelli, Camden County, reported that the county just secured funding for the Walter Rand Transportation Center and walkway over Broadway. The county also broke ground on the first hotel in Camden and new apartments are also being built.

Leslie Floyd, Mercer County, reported that the county now has bike share bikes available in some of the county parks. There are upcoming public information sessions on the county bike plan.

Michael Shorr, PA DCED, reported that applications for the DCED Multimodal Fund are being accepted until the end of July and that no municipal match requirement exists.

Nadia Ralston, PA Governor's Policy and Planning Office, thanked the DVRPC Board for their support and assistance. She noted that it was a pleasure serving as Chair and wished the new Chair well.

## **8. Executive Director's Report**

### **a. Safety and Autonomous Vehicles**

Mr. Seymour reported that on June 19 DVRPC held a Safety and Autonomous Vehicles Summit. The keynote speaker was Sam Schwartz, Former New York City Transportation Commissioner and author.

### **b. Transportation and Climate Change Initiative**

Mr. Seymour called the Board's attention to the Transportation and Climate Change Initiative that DVRPC held on June 24. Since 2010 northeastern states have been looking at this. The idea of a cap and invest program has come up through this group which now includes 12 northeastern states and 15 MPOs. Mr. Seymour noted that a handout about this event is in the Board folders.

### **c. Transit Workforce Development**

Mr. Seymour reported that on May 30 the Regional Community and Economic Development Forum held a meeting on Addressing Turnover in the Transit Industry. Mr. Seymour noted that with the average age of transit workers being 51 years old and 50 percent projected to retire over the next 10 years, staffing the transit industry is important to consider.

### **d. Classic Towns Trolley Tours**

Mr. Seymour noted that on June 13 DVRPC organized a Classic Towns trolley tour which was in Gloucester County this year. He noted that this was a good opportunity to network and learn from each other. More information is in the Board packets.

**e. Board Retreat**

Mr. Seymour called the Board's attention to the DVRPC Board Retreat which is taking place on September 26 at Grounds for Sculpture in Hamilton, New Jersey. More details will follow.

**f. DVRPC Fellowship Program**

Mr. Seymour reported that DVRPC's first year of the fellowship program just ended and fellow Ronald Joseph will be moving on after his year. He congratulated Mr. Joseph and wished him well going forward.

**9. Committee Reports**

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

- (1) Regional Technical Committee
- (2) Regional Community and Economic Development Forum
- (3) Public Participation Task Force
- (4) Information Resources Exchange Group

**OLD BUSINESS**

No old business was stated.

**NEW BUSINESS**

No new business was stated.

There being no further business, the meeting was adjourned at 11:39 a.m. on a

**MOTION** by *Mr. Remsa, seconded by Ms. Holton.*

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](http://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](mailto:public_affairs@dvrpc.org).

I certify that this is a true and correct copy.

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Renee Wise, Recording Secretary