

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

BOARD COMMITTEE

Minutes of Meeting of December 7, 2016

Location: The Sheraton Valley Forge Hotel
480 North Gulph Road
King of Prussia, Pennsylvania 19406

Membership Present

Representative

New Jersey Department of Community Affairs
New Jersey Department of Transportation
Pennsylvania Department of Transportation

New Jersey Governor's Appointee
Pennsylvania Governor's Appointee
Pennsylvania Governor's Policy & Planning Office
Bucks County
Chester County

Delaware County

Montgomery County

Burlington County
Camden County
Gloucester County
Mercer County

City of Chester
City of Philadelphia
City of Camden
City of Trenton

Sean Thompson
David Kuhn
James Ritzman
James Mosca
Mary K.E. Maples
Gina Burritt
Nedia Ralston
(not represented)
Michele Kichline
Brian O'Leary
John McBlain
Linda Hill
Valerie Arkoosh
Jody Holton
(not represented)
Andrew Levecchia
(not represented)
Leslie Floyd
Matthew Lawson
(not represented)
Mark Squilla
June Morton
(not represented)

Non-Voting Members

Federal Highway Administration
New Jersey Division

Pennsylvania Division

Calvin Edghill

Renee Sigel
Daniel Walston

U.S. Department of Housing and Urban Development, Region III	(not represented)
U.S. Environmental Protection Agency, Region II	(not represented)
U.S. Environmental Protection Agency, Region III	(not represented)
Federal Transit Administration, Region III	(not represented)
Southeastern Pennsylvania Transportation Authority	Byron Comati
New Jersey Transit Corporation	Lou Millan
New Jersey Department of Environmental Protection	(not represented)
Pennsylvania Department of Environmental Protection	(not represented)
Delaware River Port Authority	(not represented)
Port Authority Transit Corporation	Rohan K. Hepkins
New Jersey Office of Planning Advocacy	(not represented)
Pennsylvania Department of Community and Economic Development	Aliyah Furman

DVRPC Co-Counsel

Pennsylvania Co-Counsel	Andrew Bockis
New Jersey Co-Counsel	Thomas Coleman

DVRPC Staff: Barry Seymour, John Ward, Patty Elkis, Chris Puchalsky, Greg Krykewycz, Elizabeth Schoonmaker, Karin Morris, Mike Boyer, Tom McGovern, Chris Linn, Elizabeth Compitello, John Coscia, Jr., Brett Fusco, Sean Greene, Betsy Mastaglio, Jackie Davis, Alison Hastings, Elise Turner, Shoshana Akins, and Renee Wise.

Guests

Bucks County Planning Commission	Rich Brahler
N.J. Conservation Foundation	Olivia Glenn
T & M Associates	Randy Waltermeyer

Call to Order - Chair's Comments

Chair Valerie Arkoosh called the meeting to order at 1:56 p.m. and asked if there was any press in the room. Ms. Arkoosh thanked Barry and DVRPC staff for all of their efforts putting the Board retreat together.

Public Comments on Agenda and Non-Agenda Items

No public comments were received.

Action Items

1. Minutes of Meeting of October 27, 2016

The Board adopted the following **motion**:

MOTION by Ms. Morton, seconded by Mr. Kuhn, to approve the minutes of October 27, 2016.

2. Transportation Improvement Program (TIP Actions)

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

2a. PA17-05: Transit and Regional Rail Station Program, (MPMS #77183), SEPTA

SEPTA has requested that DVRPC amend the FY2017 – 2020 TIP for Pennsylvania by increasing the funding in SEPTA's Transit and Regional Rail Station Program – MPMS #77183 by \$8,750,000 (\$4,000,000 Section 5339/\$4,597,000 State 1514/\$153,000 Local) in FY17 in order to advance funds from FY22 for the Wissahickon Transportation Center (WTC) project. Note that the overall increase to the program over the 12 years is only \$4,000,000. The project description will also be updated.

On September 8, 2016 SEPTA was selected to receive \$4,000,000 in FTA Section 5339(b) Bus and Bus Facilities Grant Program. This additional funding, to the region, will support the expansion and improvement of SEPTA's Wissahickon Transportation Center. The WTC is one of SEPTA's busiest transportation facilities, with eleven (11) bus routes serving approximately 7,000 riders each weekday. The WTC is located within walking distance of the Wissahickon Regional Rail Station, and is bordered by some of the region's most heavily traveled roadways. The WTC will be expanded to alleviate congestion and allow pedestrians and vehicles to safely navigate the area, by moving bus stops off the busy roadway. This project will also include the construction of a new dynamic passenger waiting facility. Lastly, the WTC sits at the convergence of the Schuylkill River and Wissahickon Trails, and will support the City of Philadelphia's efforts to close the only remaining gap in the City of the Schuylkill River trail, which runs from Pottsville to Center City.

The WTC project is already programmed in the TIP at a cost estimate of \$10,500,000, under the Transit and Regional Rail Station Program – MPMS #77183. The cost estimate has increased to \$14,250,000 during conceptual design.

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

Byron Comati, SEPTA, noted that this project has been in dire need of funding and that he is very pleased to see it moving forward.

Favorable recommendation was received from the Regional Technical Committee.

The Board unanimously adopted the following **motion**:

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

PA17-05, SEPTA's request that DVRPC amend the FY2017 – 2020 TIP for Pennsylvania by increasing the funding in SEPTA's Transit and Regional Rail Station Program – MPMS #77183 by \$8,750,000 (\$4,000,000 Section 5339/\$4,597,000 State 1514/\$153,000 Local) in FY17 in order to advance funds from FY22 for the Wissahickon Transportation Center (WTC) project. Note that the overall increase to the program over the 12 years is only \$4,000,000. The project description will also be updated.

2b. PA17-06: South Philadelphia Access Road (PRPA Access Project), (MPMS #74841), City of Philadelphia

PennDOT has requested that DVRPC amend the FY2017 – 2020 TIP for Pennsylvania by adding the South Philadelphia Access Road – MPMS #74841 project, back into the TIP for construction in FY17, in the amount of \$840,000 STU/Toll Credit match.

This project was programmed in the FY2015 TIP, but due to delays in obtaining utility and railroad clearances, funding could not be authorized under the FY2015 Program. This project is on target for a letting in December 2016. This project is also one of the projects that had earmarks repurposed to I-95: Betsy Ross Bridge Ramps (BR0) – MPMS #79903 during the summer of 2016.

The scope of the project has been reduced as the result of concerns of a property owner at the Packer Avenue Marine Terminal. The property owner did not want a large amount of pavement added on Old Delaware Avenue and Packer Avenue which would accommodate a parking area for large trucks. This work has been eliminated from the project, which reduced the required programmed construction cost from \$2.0 million (2015 Program) to the current request of \$840,000. This project will include pavement widening at the southern end of the access road (old Delaware Avenue) and pavement markings (striping) applied to provide two lanes directional from Oregon Avenue through to the dead end south of the Marine Terminal south gate (where the access roadway to the proposed Southport complex will connect). A pull-off area for trucks will also be constructed at the far southern end of the project. The resurfacing of the segment of Old Delaware Avenue south of Oregon Avenue will be included as well.

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.

Executive Director Barry Seymour noted that this project has been re-scoped and reduced so the funds needed for this project are less than the original request.

Favorable recommendation was received from the Regional Technical Committee.

The Board unanimously adopted the following **motion**:

MOTION by Mr. Ritzman, seconded by Ms. Kichline, that the Board approve the following TIP action:

PA17-06, PennDOT's request that DVRPC amend the FY2017 – 2020 TIP for Pennsylvania by adding the South Philadelphia Access Road – MPMS #74841 project, back into the TIP for construction in FY17, in the amount of \$840,000 STU/Toll Credit match.

2c. NJ16-068: Route 295/42/I-76, Direct Connection, Contract 4, (DB #355E)

NJDOT has requested that DVRPC modify the FY2016 - 2019 TIP for New Jersey by increasing the FY19 Construction (CON) phase by \$15,000,000 from \$80,000,000 to \$95,000,000 NHPP funds for the project, Route 295/42/I-76, Direct Connection, Contract 4 (DB #355E). This action would raise the overall construction cost of Contract 4 by about 7.5 percent from \$200 million to \$215 million. The cost increase is primarily due to increased roadway and bridge material costs, including design work to address changes made from earlier contracts and longer duration for construction support services.

Contract 4 is part of the multi-year, multi-contract I-295/I-76/Route 42 Direct Connection project that will improve traffic safety and reduce traffic congestion at the I-295, I-76/Route 42/I-76 interchange and involves the construction of 10 new bridges, one bridge widening, one bridge rehabilitation and two temporary bridge structures, 22 retaining walls, over 40 new sign structures and a total of over 15,000 feet of noise walls. Contract 4 activities will focus on the stretch of I-76/NJ 42 and I-295 northbound by providing new ramps, removing Al-Jo's Curve and Al-Jo's Curve Bridge, as well as by closing the I-75 eastbound left exit and the I-295 ramp to I-76. Contract 4 is the last contract of the I-295/I-76/Route 42 Direct Connection project. At this time, only the first and second contracts are under construction.

Financial constraint will be maintained as these are additional funds from the FAST Act to the State of New Jersey.

Favorable recommendation was received from the Regional Technical Committee.

The Board unanimously adopted the following **motion**:

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

NJ16-068, NJDOT's request that DVRPC modify the FY2016 - 2019 TIP for New Jersey by increasing the FY19 Construction (CON) phase by \$15,000,000 from \$80,000,000 to \$95,000,000 NHPP funds for the project, Route 295/42/I-76, Direct Connection, Contract 4 (DB #355E).

2d. NJ16-057: Pavement Preservation, (DB# X51), Statewide

NJDOT has requested that DVRPC modify the FY2016 – 2025 STIP for New Jersey by increasing the Engineering and Construction (EC) phase of the program line item, Pavement Preservation, (DB# X51), in NJDOT's Statewide Program by \$10,000,000 from \$6,000,000 to \$16,000,000 NHPP funds for each year in FY17, FY18, and FY19. The result of this action would be a \$30,000,000 overall cost increase for this Statewide Program line item.

NJDOT would like to increase the NHPP amount programmed over the next three years (FY17 to FY19) to more realistically meet the expected demand for pavement preservation throughout the State of New Jersey. NJDOT's Statewide Pavement Preservation program authorized \$28 million NHPP funds last FY16, which is higher than the amount originally programmed for FY16. Statewide, 44 percent of all NJDOT maintained pavement is deficient, 31 percent is fair, and 25 percent is good, based on 2014 International Roughness Index (IRI) and Surface Distress Index (SDI) data from the NJDOT Pavement Management System. This is a federally funded program that allows NJDOT to preserve and extend the service life of NJ's Interstate highway system and other state-maintained roads.

Financial constraint will be maintained as these are additional funds from the FAST Act to the State of New Jersey.

Executive Director Barry Seymour clarified that the \$10 million for this project is part of a statewide program.

Favorable recommendation was received from the Regional Technical Committee.

The Board unanimously adopted the following **motion**:

MOTION by Mr. Kuhn, seconded by Mr. Levecchia, that the Board approve the following TIP action:

NJ16-057, NJDOT's request that DVRPC modify the FY2016 - 2025 STIP for New Jersey by increasing the Engineering and Construction (EC) phase of the program line item, Pavement Preservation, (DB# X51), in NJDOT's Statewide Program by \$10,000,000 from \$6,000,000 to \$16,000,000 NHPP funds for each year in FY17, FY18,

and FY19. The result of this action would be a \$30,000,000 overall cost increase for this Statewide Program line item.

2e. PA17-07: Allegheny Avenue Safety Improvements, MPMS #85417, City of Philadelphia

PennDOT has requested that DVRPC amend the FY2017 – 2020 TIP for Pennsylvania by drawing funds down from the Regional Safety Initiatives Line Item – MPMS #57927 for advancing the Allegheny Avenue Safety Improvements project – MPMS #85417 in FY17 in the amount of \$6,911,000 HSIP for construction.

This project was included in the FY2015 TIP and is one of several safety projects that were selected to be funded through the Regional Safety Initiatives Line Item. Funding is drawn down at the appropriate time when the project is ready to move forward. This project was advance constructed in September 2016 under the FY2015 TIP. Advance construct gave PennDOT the authorization to advertise and let the project. This project was let in early November 2016. Now in the new federal fiscal year, FY17, PennDOT has to convert the advance construct funds to regular federal funds and draw down from the Regional Safety Initiatives Line Item.

This project will install flashing school signs and speed limits at select locations within the corridor; install or improve the lighting at the railroad underpasses between 17th and 19th Streets and at Kensington Avenue; install pedestrian fences (or appropriate landscape alternative), to prevent or discourage jaywalking, at select locations; and reconfigure the intersection of Germantown Avenue, Sedgley Avenue and 11th Street to reduce pedestrian crossing distances and driver confusion.

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.

The Regional Technical Committee did not review this TIP action.

The Board unanimously adopted the following **motion**:

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

PA17-07, PennDOT's request that DVRPC amend the FY2017 – 2020 TIP for Pennsylvania by drawing funds down from the Regional Safety Initiatives Line Item – MPMS #57927 for advancing the Allegheny Avenue Safety Improvements project – MPMS #85417 in FY17 in the amount of \$6,911,000 HSIP for construction.

3. DVRPC FY17 Work Program Amendments:

3a. Project 17-64-100: NJ Regional Curve Inventory and Safety (DB #D1602)

John Coscia, Jr., DVRPC Manager, Office of Project Implementation, explained that it is required to update the horizontal curve warning signs on roadways in the New Jersey sub- region. Those updated signs must meet the requirements from the 2009 edition of the Manual of Uniform Traffic Control Devices.

The 2009 edition of the Manual of Uniform Traffic Control Devices (MUTCD) requires that horizontal curve warning signs be updated by December 31, 2019 to reflect new standards, which are more consistent with safe drivers' actual behavior than the original standards promulgated in 1947. To enact this requirement, NJDOT is conducting an engineering study of highways under its jurisdiction and is requiring counties to study highways under their jurisdiction that are included in the enhanced National Highway System. However, the new MUTCD requirement applies to all roads classed as collector or above with ADT greater than 1000, which extends considerably beyond the enhanced NHS to include other highways under county and local jurisdiction. Noncompliance with the new standard may create driver confusion and open local agencies to costly liability claims. This project will conduct an inventory to determine which highways in the DVRPC and SJTPO New Jersey subregions are subject to the requirement, centrally contract with a vendor to perform a field study compliant with engineering practices recommended in the MUTCD, and deliver implementation recommendations from that study to counties and cities in the DVRPC and SJTPO New Jersey sub-regions. If applicable, counties will promulgate recommendations to their municipalities.

Executive Director Barry Seymour noted that this project is already part of the FY17 Work Program for the DVRPC region and the change is just that the SJTPO region is being added to this project. This project will be coming back to the Board when a selection for the contractor is required.

Favorable recommendation was received from the Regional Technical Committee.

The Board unanimously adopted the following **motion**:

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

The action to modify the FY2017 Planning Work Program by updating the project title of 17-64-100 to "NJ Regional Curve Inventory and Safety Assessment" and by including various counties and cities in the SJTPO region as beneficiaries of the project. Further, modify the FY2016 TIP for New Jersey by increasing the total project cost by \$500,000 HSIP funds from \$500,000 to \$1,000,000 (\$500,000 STP-STU/\$500,000 HSIP). \$500,000 HSIP funds will be transferred from NJDOT in FY17 as the source of the

additional funding (TIP Action NJ16-074). This acknowledges the additional obligation authority provided by NJDOT.

3b. Mid-Atlantic Ports Workshop

Sean Greene, DVRPC Manager, Air Quality Programs, explained that DVRPC has applied to the US Environmental Protection Agency (EPA), to seek funding (\$25,000) to host a one-day, regional ports workshop that would present tools to address climate change and improve air quality from port operations and encourage collaboration to improve the economic and environmental sustainability of port operations in the region. The workshop will support EPA's Cross-Agency Strategies of 1) working to make a visible difference in communities and 2) strengthening partnerships with states and local governments through consultation, collaboration, and shared accountability.

DVRPC will partner with the Philadelphia Regional Port Authority (PRPA) to host the workshop, which will focus on port facilities in the greater Philadelphia Region but will be open to port facilities in the Mid-Atlantic Region. Topics for presentation and discussion include sources of funding for infrastructure and environmental improvement programs; permitting and environmental issues working on the waterfront; tools to improve interactions with near port communities; activity inventories as a tools to increase efficiency, save money, and improve air quality; and a discussion of emerging issues facing Philadelphia and ports in the Mid-Atlantic Region including rising sea-levels and climate change mitigation.

Favorable recommendation was received from the Regional Technical Committee.

The Board unanimously adopted the following **motion**:

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

The DVRPC Unified Work Program to include the Mid-Atlantic Ports Workshop project, contingent upon funding from the US EPA.

3c. SolSmart Advisor

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

DVRPC has been competitively selected to host a SolSmart Advisor who will provide free hands-on technical assistance to eight municipalities in southeastern Pennsylvania that have formally committed to achieving designation under the SolSmart Program. Existing DVRPC staff will receive intensive training from The Solar Foundation and will serve as the SolSmart Advisor from January through June of 2017.

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

Local governments that have applied to and committed to achieve SolSmart designation include the City of Philadelphia; Chester City, Edgmont Township, Media Borough (Delaware County); Cheltenham Township, Lower Merion Township, Pottstown Borough, and Upper Merion Township (Montgomery County). These communities have committed to designate staff time towards working with DVRPC towards achieving program criteria to progress towards designation.

Byron Comati, SEPTA, asked how the participating local governments were selected for this program. Ms. Compitello responded that all the local governments that applied were selected.

Favorable recommendation was received from the Regional Technical Committee.

The Board unanimously adopted the following **motion**:

MOTION by Mr. McBlain, seconded by Ms. Kichline, that the Board amend:

The FY 2017 Planning Work Program to include SolSmart Advisor, and authorize the Executive Director to enter into a contract with The Solar Foundation.

Ms. Compitello provided Board members with a brief update on the Regional Streetlight Procurement Program.

3d. Building Capacity to Facilitate Climate Adaptation Planning and Community Resiliency

Chris Linn, DVRPC Manager, Office of Environmental Planning, explained that DVRPC was recently awarded a \$50,000 grant from the Pennsylvania Department of Environmental Protection's Coastal Resources Management (CRM) program to build municipal capacity in assessing climate vulnerability and planning for climate adaptation and resiliency.

DVRPC's Office of Environmental Planning will conduct a workshop, or workshops, for municipalities in the in the Delaware Estuary Coastal Zone that will focus on climate vulnerability, resilience, adaptation and hazard mitigation. The workshops will be utilized to identify a "community resiliency planning and outreach process" that meets the specific needs of PA's Delaware Estuary Communities. This is Year 1 of what is anticipated to be a multi-year project. Documentation of this process will serve as the basis for developing the scope for Year 2 of the Building Capacity to Facilitate Climate Adaptation Planning and Community Resiliency project.

Work will begin immediately upon execution of the contract and will extend until March 31, 2018.

Favorable recommendation was received from the Regional Technical Committee.

The Board unanimously adopted the following **motion**:

MOTION by Mr. McBlain, seconded by Mr. Levecchia, that the Board amend:

The DVRPC FY2017 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 the PADEP for this project.

4. DVRPC Draft Fiscal Year 2018 Planning Work Program

John Ward, DVRPC Deputy Executive Director, explained that authorization is being sought to distribute for review and comment the Draft Fiscal Year 2018 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.

One public comment was received from Joel Zickler of Philadelphia County in support of this action.

The Board unanimously adopted the following **motion**:

MOTION by Mr. Kuhn, seconded by Mr. Squilla, that the Board authorize:

The distribution of the DVRPC Draft Fiscal Year 2018 Planning Work Program for review and comment.

DISCUSSION ITEMS

5. One Minute Reports

Renee Sigel, FHWA PA, thanked DVRPC for a great retreat and noted that FHWA is holding a Northeast Mega Region event soon in Massachusetts.

Valerie Arkoosh, Montgomery County, reported that Montgomery County has a wikimap available for use for its Bike Montco effort which can be found on the county's website. Individuals can provide recommendations on areas the county should prioritize.

Andrew Levecchia, Camden County, reported that the county is in the middle of its public comment period on the 32 mile trail spine. Individuals can use the wiki map on the county's website and provide comments and suggestions.

Michelle Kichline, Chester County, reported that the county held its last stakeholder meeting for the Comprehensive Plan update. The annual photo contest is happening now and individuals can submit their best photos. The county's health department received an award as one of the 50 healthiest counties in the nation. A grant of \$10,000 was awarded to the county and the county has the potential to receive a \$500,000 award if it can reach its goal for the Chesco Walks Program.

John McBlain, Delaware County, thanked DVRPC's John Coscia, Jr., for his work in the county on the Lincoln Avenue project on Prospect Park.

Mark Squilla, City of Philadelphia, reported that the Mayor's Vision Zero program is being looked at in terms of how to make the City safer.

Aliyah Furman, PA DCED, reported that the CFA met and approved \$52.9 million in grants to support 90 Multimodal projects. In the Southeastern PA region \$20.5 million of that total was allocated. The application period for the Multimodal Transportation Fund opens again March 1, 2017. The Act 13 Programs administered by DCED, which includes the Greenways, Trails, and Recreation Program, and six others, have a different application period in calendar year 2017. The application period has been shifted a month earlier to 2/1/17 – 5/31/17.

5. Executive Director's Report

a. Review of Retreat

Mr. Seymour thanked Board members and alternates for attending the Board Retreat and asked Board members for their ideas and suggestions for improvements for next year. Mr. Seymour inquired whether a tour would be of interest to Board members.

b. Impacts of the Election

Mr. Seymour noted that though it is too early to speculate about the impacts of the Presidential election, Elaine Chao was nominated to the Department of Transportation. Mr. Seymour promised to keep Board members informed as DVRPC receives more details in the future.

c. Building on our Strengths Event

Mr. Seymour reported that on November 4 DVRPC hosted the Building on our Strengths event. There were presentations on DVRPC's new Transit Oriented Development analysis, panel discussions on redevelopment in centers, and displays from eight different communities.

d. Long-Range Plan Workshop

Mr. Seymour called the Board's attention to the fact that DVRPC held a long-range plan workshop on November 15 at the Cira Centre. The workshop allowed the Commission to get feedback on the draft long-range plan policies and implementation strategies. As a follow-up to this event DVRPC will be holding a Board Policy Analysis Committee meeting on Friday, January 20 from 10 am-12 pm to discuss the Plan and its direction.

e. FHWA FASTLANE Program

Mr. Seymour noted that the FASTLANE program provides grants for freight initiatives. Applications are due December 15 and four projects from this region are being submitted. There is up to \$850 million available for freight projects.

f. TRID Program Revisions

Mr. Seymour reported that details about the Transit Revitalization District Act could be found in the Board folders. He noted that the new bill makes the program easier and puts the state in position for two TRIDs going forward.

g. FY18 Work Program

Mr. Seymour called the Board's attention to the release for comment and distribution of the FY18 Work Program. The public comment period closes on January 11, 2017.

h. Addendum to Route 13/ Green Lane Trail Project in Bucks County

Mr. Seymour noted that there is an addendum to the Route 13/ Green Lane Trail Project in Bucks County. The project was awarded \$249,000 in September 2013

and the sponsor, Bucks County TMA, would like \$25,000 in additional funding to complete the project.

i. New Report Releases

Mr. Seymour noted that DVRPC has completed some new reports including: Local and County: Roads Safety Newsletter (Vol 3, Fall 2016), Trail Access to Wawa Station, and Planning for Changing Demographics: Millennials in the Delaware Valley.

6. Committee Reports

The following committee reports were distributed to the Board for review:

- (1) Regional Technical Committee
- (2) Healthy Communities Task Force

OLD BUSINESS

No old business was stated.

NEW BUSINESS

No new business was stated.

There being no further business, the meeting was adjourned at 2:49 p.m. on a **MOTION** by Mr. Levecchia, seconded by Ms. Kichline.

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) 238-2871 or email public_affairs@dvrpc.org.

I certify that this is a true and correct copy.

Renee Wise, Recording Secretary