

**DELAWARE VALLEY REGIONAL PLANNING COMMISSION**

**BOARD COMMITTEE**

Minutes of Meeting of October 27, 2016

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          | David Kuhn            |
| New Jersey Governor's Appointee                  | (not represented)     |
| Pennsylvania Department of Transportation        | James Ritzman         |
|  | James Mosca           |
| Pennsylvania Governor's Appointee                | Gina Burritt          |
| Pennsylvania Governor's Policy & Planning Office | Nedia Ralston         |
| Bucks County                                     | Diane Ellis-Marseglia |
|  | Lynn Bush             |
| Chester County                                   | Brian O'Leary         |
| Delaware County                                  | John McBlain          |
|  | Linda Hill            |
| Montgomery County                                | Valerie Arkoosh       |
|  | Jody Holton           |
| Burlington County                                | Carol Thomas          |
| Camden County                                    | Andrew Levecchia      |
| Gloucester County                                | (not represented)     |
| Mercer County                                    | Leslie Floyd          |
| City of Chester                                  | Latifah Griffin       |
| City of Philadelphia                             | Angela Dixon          |
| City of Camden                                   | June Morton           |
| City of Trenton                                  | Jeffrey Wilkerson     |

**Non-Voting Members**

|   |                   |
|---|-------------------|
| Federal Highway Administration<br>New Jersey Division           | (not represented) |
| Pennsylvania Division   | (not represented) |
| U.S. Department of Housing and Urban Development,<br>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  
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

Byron Comati  
Lou Millan  
(not represented)  
(not represented)  
Barbara Holcomb  
Rohan K. Hepkins  
Gerard Scharfenberger

Aliyah Furman

DVRPC Co-Counsel

Pennsylvania Co-Counsel  
New Jersey Co-Counsel

Andy Bockis  
Doug Heinold

DVRPC Staff

Barry Seymour, John Ward, Chris Puchalsky, Patty Elkis, Alison Hastings, Kwan Hui, Rick Murphy, Greg Krykewycz, Taghi Ozbeki, Karin Morris, Tom McGovern, Van Doan, Shoshana Akins, Ken Peters, Paul Smith, Kim Korejko, John Griffies, Amy Bernknopf, Sandy Clark, Zoe Neaderland, Elise Turner, Rob Graff, Thom Stead, Mike Boyer, Laurie Matkowski, Mary Bell, Chris Linn, and Renee Wise.

Guests

PennDOT 6-0  
Pennoni Associates  
Jacobs  
CCCTMA  
Mass Mutual Financial Group  
PennDOT 6-0  
Residents for Regional Traffic Solutions

Jonathan Korus  
Donald Shanis  
Stan Niemczak  
Bill Ragozine  
Jose Rodriguez  
Emmanuel Anastasiadias  
Sue Herman

**Call to Order - Chair's Comments**

Chair Valerie Arkoosh called the meeting to order at 10:02 a.m. and asked if there was any press in the room. Commissioner Arkoosh welcomed Gina Burritt, the newly confirmed Pennsylvania Governor's Appointee, to the DVRPC Board meeting. Ms. Burritt thanked the Chair and introduced herself to the DVRPC Board.

**Public Comments on Agenda and Non-Agenda Items**

No public comments were stated.

**Action Items**

**1. Minutes of Meeting of September 22, 2016**

The Board adopted the following **motion**:

**MOTION** by Mr. Kuhn, seconded by Mr. Ritzman, to approve the minutes of September 22, 2016.

## **2. Transportation Improvement Program (TIP Actions)**

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

### **2a. NJ16-054: Planning and Research, Federal-Aid, (DB# X30), Statewide**

NJDOT has requested that DVRPC amend the FY2016 - 2025 STIP for New Jersey by increasing the FY17 Planning Study (PLS) phase by \$27,500,000 from \$6,600,000 to \$34,100,000 STP funds for NJDOT's Statewide Program line item, Planning and Research, Federal-Aid, (DB #X30), and by expanding the scope of the program to include Concept Development.

The request for funding reflects FHWA's first-time funding participation in Concept Development, and additional federal STP funds would allow the NJDOT Division of Project Management to implement Concept Development activity. The activity would include 12 three-year term agreements, each capped at \$2 million, totaling \$24 million, for various bridge, pavement, and safety projects. The Concept Development studies that would be conducted by these agreements will be discussed and approved via the NJDOT Capital Program Screening Committee (CPSC) and NJDOT Capital Program Committee (CPC) meetings. The CPSC and CPC meetings are internal NJDOT meetings, in which all three MPOs (DVRPC, SJTPO, and NJTPA) are invited to offer feedback on projects as they advance through the project delivery pipeline. DVRPC always shares this information and seeks feedback from the DVRPC NJ TIP Subcommittee that is comprised of county, city, and transit operator representatives. In addition to the 12 agreements, activity in the NJDOT State Planning and Research (SPR) Program would include one \$3.5 million multi-project solicitation for the NJTPA region. Consultant contracts for all of these activities were part of the federally approved CY2015 - 2016 NJDOT SPR Program, and such activities are listed in the Draft CY2017 – 2018 SPR Program from NJDOT.

The Statewide Planning and Research, Federal-Aid program provides for planning and research needs for the entire State of New Jersey. Activities include data collection, inter-governmental planning coordination, planning work in support of the management systems, research initiatives and the Local Technical Assistance Program. It would now specifically include Concept Development studies that have traditionally been State funded under another Statewide Program line item, Project Development: Concept Development and Preliminary Engineering (DB #10344). Concept Development is an essential pre-TIP phase that involves data collection and analysis, alternative development and analysis, stakeholder outreach and coordination, and community impact assessment before a project can advance to Preliminary Engineering or Final Design.

Financial constraint will be maintained as these are additional funds from the FAST Act.

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:

NJ16-054, NJDOT's request that DVRPC amend the FY2016 - 2025 STIP for New Jersey by increasing the FY17 Planning Study (PLS) phase by \$27,500,000 from \$6,600,000 to \$34,100,000 STP funds for NJDOT's Statewide Program line item, Planning and Research, Federal-Aid, (DB #X30), and by expanding the scope of the program to include Concept Development.

**2b. PA17-01: 15th Street Bridge over the Callowhill Cut (Act 13 Bridge), (MPMS# 96951), City of Philadelphia**

The City of Philadelphia has requested that DVRPC amend the new FY2017 – 2020 TIP for Pennsylvania by adding a new local bridge project, MPMS# 96951 - 15th Street Bridge over the Callowhill Cut (Act 13 Bridge), to the TIP for preliminary engineering (\$350,000) and final design (\$150,000) in FY17 and construction (\$2,500,000) in FY19 using the City of Philadelphia's Act 13 allocation from 2013 and 2014. These are additional funds to the region.

The structure is located north of Callowhill Street in Center City, Philadelphia. The purpose of the project is to rehabilitate the bridge to prolong the useful life and to remove the structural deficient (SD) status of the structure. The scope includes steel repairs, painting, bearing and substructure repairs and the replacement of the bridge deck and joints. The bridge is currently posted for three tons with a sufficiency rating of 29.0. The City of Philadelphia deems this work necessary to remove the current posting and prevent continued deterioration that could lead to a bridge closure.

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

PA17-01, The City of Philadelphia's request that DVRPC amend the new FY2017 – 2020 TIP for Pennsylvania by adding a new local bridge project, MPMS# 96951 - 15th Street Bridge over the Callowhill Cut (Act 13 Bridge), to the TIP for preliminary

engineering (\$350,000) and final design (\$150,000) in FY17 and construction (\$2,500,000) in FY19 using the City of Philadelphia's Act 13 allocation from 2013 and 2014. These are additional funds to the region.

**2c. PA17-02: Chestnut Street Bridges, Ramps, (8) at 30th Street, (MPMS #17816), City of Philadelphia**

PennDOT has requested that DVRPC amend the new FY2017 – 2020 TIP for Pennsylvania by increasing the construction funding, for MPMS #17816 - Chestnut Street Bridges, Ramps, (8) at 30th Street project by \$13,776,000 (\$11,020,000 NHPP/\$2,756,000 State 185) in FY17.

This project is currently in the final design phase and on target for a letting in December 2016. The estimated construction cost for the project remains at \$70 million and had been fully funded on the FY2015 TIP. There were issues with obtaining the right-of-way clearance which prevented the obligation of the 2015 funding. The right of way issues have now been resolved and the project is ready for letting. The recently approved FY2017 TIP is only approved for \$56,224,000. During the TIP update, it was not anticipated that the full amount of \$70 million would need to be carried over and this request is to restore the difference in funding.

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 by the Regional Technical Committee.

The Board adopted the following **motion**:

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

PA17-02, PennDOT's request that DVRPC amend the new FY2017 – 2020 TIP for Pennsylvania by increasing the construction funding for MPMS #17816 - Chestnut Street Bridges, Ramps, (8) at 30th Street project by \$13,776,000 (\$11,020,000 NHPP/\$2,756,000 State 185) in FY17.

**2d. PA17-03: Funds Obligated Under FY2015 TIP, (Various MPMS #s), Various Counties**

PennDOT has requested that DVRPC amend the new FY2017 – 2020 TIP for Pennsylvania by decreasing the programmed amount for the following two projects due to funds being obligated under the previous FY2015 TIP:

MPMS #70197 - US 422, (New) Expressway Bridge Over Schuylkill River (SRB), in Montgomery County, decrease by \$24,500,000 (FY17: \$5,500,000 NHPP/\$5,500,000 STU; FY18: \$8,000,000 NHPP; FY19: \$5,500,000 NHPP) and;

MPMS #15406 - PA 452, Market Street Bridge Over Amtrak/SEPTA Wilmington Newark Rail Line, in Delaware County, decrease by \$15,138,000 (FY17: \$581,000 State 581; FY18: \$3,764,000 NHPP/\$981,000 State 581; FY19: \$3,925,000 NHPP/\$981,000 State 581; FY20: \$3,925,000 NHPP/\$981,000 State 581).

There is no decrease in overall cost of either project.

Due to funds being obligated in the final weeks of the federal fiscal year, the total amount of funding currently programmed on both projects is not needed. This action creates a resource that is being used as part of the Chestnut Street Bridges, Ramps, (8) at 30th Street – MPMS #17816 increase.

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 by the Regional Technical Committee.

The Board adopted the following **motion**:

**MOTION** by Mr. Levecchia, seconded by Mr. O’Leary, that the Board approve the following TIP action:

PA17-03, PennDOT’s request that DVRPC amend the new FY2017 – 2020 TIP for Pennsylvania by decreasing the programmed amount for the following two projects due to funds being obligated under the previous FY2015 TIP:

MPMS #70197 - US 422, (New) Expressway Bridge Over Schuylkill River (SRB), in Montgomery County, decrease by \$24,500,000 (FY17: \$5,500,000 NHPP/\$5,500,000 STU; FY18: \$8,000,000 NHPP; FY19: \$5,500,000 NHPP) and;

MPMS #15406 - PA 452, Market Street Bridge Over Amtrak/SEPTA Wilmington Newark Rail Line, in Delaware County, decrease by \$15,138,000 (FY17: \$581,000 State 581; FY18: \$3,764,000 NHPP/\$981,000 State 581; FY19: \$3,925,000 NHPP/\$981,000 State 581; FY20: \$3,925,000 NHPP/\$981,000 State 581).

There is no decrease in overall cost of either project.

### **3. DVRPC FY17 Work Program Amendment:**

#### **DVRPC Regional Trails Program Grant Awards**

Christopher Linn, DVRPC Manager, Office of Environmental Planning, explained that the City of Chester is working to construct the Crozer Park segment of the Chester Creek Trail in the City of Chester, PA. The segment extends .5 miles along Chester Creek from Kerlin St. to Incinerator Road. Final design and construction documents will be completed by the City of Chester's in-house engineer. To support this work, the City of Chester is seeking funding for surveying and permitting.

Pending approval, the Regional Trails Program will award the following:

- \$14,600 to the City of Chester for to conduct surveying and permitting for the Crozer Park segment of the Chester Creek Trail.

Favorable recommendation was received by the Regional Technical Committee.

A public comment was received from John Boyle in favor of the project.

The Board adopted the following **motion**:

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

The DVRPC FY17 Work Program to include "DVRPC Regional Trails Program Grant Awards."

### **4. Acceptance of Regional Coordinated Human Services Transportation Plan (CHSTP) Update: Equity Through Access Project**

Greg Krykewycz, DVRPC Associate Director, Transportation, explained that under MAP-21/FAST regulations (last updated in FTA Circular 9070.1G, June 6, 2014), the FTA Section 5310 – Enhanced Mobility for Seniors and Individuals with Disabilities funding program is required to be part of a local Coordinated Human Services Transportation Planning (CHSTP) process. Other related programs and investments, such as the New Jersey Job Access & Reverse Commute (NJ JARC) program, are recommended to be coordinated in the same plan.

DVRPC last updated our regional Coordinated Plan in 2007 (publication 07008). During FY2016, staff undertook the "Equity Through Access" plan update to reflect the current funding landscape, MAP-21 program changes, and to ensure the plan's priorities reflected the current thinking of our partners. In developing the plan, extensive outreach was conducted including a web survey, a workshop for members of DVRPC's Public Participation Task Force (PPTF), roughly 50 interviews with individual stakeholders, and seven "road shows" of draft plan priorities for established human service transportation working groups throughout the region. This iterative outreach process included participation by seniors, individuals with disabilities, and representatives of public,

private, and nonprofit transportation and human service providers, as well as other members of the public.

Informed by the results of this outreach, staff prepared new priority problems (“gaps”) and strategies to address them (“bridges”) that comprise the core of the new regional plan. These gaps and bridges are supplemented by a new online Map Toolkit that can be used as a planning resource for local partners, as well as several case studies on good local practice that are under development.

Andrew Levecchia, Camden County, asked if the Meals on Wheels routes were included in this plan. Mr. Krykewycz responded that they are not and that this plan looks at things on a more regional scale. Mr. Seymour added that the regional plan provides resources to our partners through the policy analysis and the online mapping toolkit. There will also be a forthcoming set of local case studies, which will provide further guidance on addressing local issues.

Favorable recommendation was received by the Regional Technical Committee.

The Board adopted the following **motion**:

**MOTION** by Ms. Morton, seconded by Ms. Dixon, that the Board accepts:

The Equity Through Access project’s Gaps and Bridges as the updated Coordinated Human Services Transportation Plan for the DVRPC region.

## **5. Year 2045 Employment Forecasts**

Mary Bell, DVRPC Manager, Office of Demographic and Economic Analysis, explained that as a part of the Commission’s long-range planning activities, DVRPC is required to maintain population and employment forecasts with at least a 20-year horizon, or to the horizon year of the long-range plan. Population forecasts in five-year increments through 2045 were adopted by the DVRPC Board on July 28, 2016. In collaboration with the county planning staffs, DVRPC staff has been working over the past several months to develop 2045 employment forecasts. In March 2016, DVRPC acquired an updated National Establishments Time Series (NETS) database that included both 2013 employment data and revised 2010 data. The 2010 and 2013 NETS data was reviewed and revised by DVRPC staff, before being sent to the county planning staffs for further revision based on local knowledge.

Based on changes in NETS employment between 2010 and 2013, and changes in county-level employment between 2010 and 2015 (as reported by the U.S. Bureau of Labor Statistics), 2015 employment was estimated for each county and disaggregated to municipalities. Employment forecasts were then calculated in five-year increments through 2045. These mid-cycle forecasts were again sent to the counties for review, and their suggested revisions were incorporated to produce the final set of 2045 employment forecasts.

Diane Ellis-Marseglia, Bucks County, commented that Bucks County is struggling with anomalies in the data. For instance the data regarding part-time versus full-time workers seems inaccurate. Ms. Bell noted that there is a lot of movement within the small employers and that can be difficult to evaluate. Ms. Marseglia responded that the county is concerned that the data is not accurate and wondered why other data sources such as IRS data or Department of Commerce data was not used. Ms. Bell responded that those data sources do not provide municipal-level data and they do not talk about the differences between part-time and full-time. DVRPC is looking at how people are moving around and other data really does not look at that at the local level. This is the best data that we have and we feel confident that it is as accurate a representation as we can provide. Executive Director Barry Seymour noted that using NETS data is the best of limited choices in terms of the data it captures. Because DVRPC has to do this at the municipal level there is an understanding that this is the best we can do and we do make a big effort to work with the counties to confirm and analyze the data. Using the different studies that DVRPC undertakes these numbers will likely be reviewed again and can be amended in the future as well. Ms. Bell noted that a note can be made in the forecasts indicating that there are limitations on this NETS data. John McBlain, Delaware County, asked about the industrial sites like Sunoco Logistics and Monroe Energy where there is a lot of infrastructure being built. He noted that the forecasts showed an increase of only 100 jobs being added to Marcus Hook in the next 30 years. Mr. McBlain questioned how it gets figured in that there is so much development happening but so few jobs are being added. Mr. McBlain noted that he is reluctant to support the forecasts. Ms. Bell commented that the forecasts need to be based on what we expect to happen over time based on historical factors. DVRPC does the projections and sends them to the county planning staffs to review and make changes and this collaborative effort helps to determine the forecasts. These projections will be revisited in three years and if there are substantial changes to the employment in the county then we can change them at that time. Mr. Seymour noted that the nature of work has changed and where years ago if a million square foot warehouse was built it would mean a lot of jobs whereas today it could mean only six. With labor becoming more automated it is hard to determine how many jobs are actually created even with development. In the older communities you may have growth but you may also be losing employers so getting to the accurate numbers can be difficult. If we do receive better data we can certainly make amendments to the forecasts.

Favorable recommendation was received by the Regional Technical Committee.

The Board adopted the following **motion**, with reservations from Ms. Marseglia:

**MOTION** by Mr. Kuhn, seconded by Mr. Ritzman, that the Board adopts:

The 2045 county- and municipal-level employment forecasts in five-year increments, as presented.

## **DISCUSSION ITEMS**

## 6. One Minute Reports

Rohan K. Hepkins, PATCO, introduced himself as PATCO's new Assistant General Manager. Ridership and revenue is up two to three percent the last two years mostly due to completion of the track renovation project. Positive train control is in place at PATCO and the safety record is positive. PATCO is looking into partnering with Uber. Rehabilitation of the fleet is ongoing and is at about one third completion.

Barbara Holcomb, DRPA, reported that DRPA had its triennial review this past summer and 17 areas were reviewed. Only one area was noted as needing augmentation and that deficiency has been corrected. The FTA reported back to DRPA that the finding was closed with no deficiencies. PATCO did implement a revised fall schedule as a result of wet leaves on the tracks.

Lou Millan, NJ Transit, reported that NJ Transit is in the middle of restarting projects that were halted due to the Transportation Trust Fund legislation. NJ Transit has a new Executive Director, Steve Santoro.

Byron Comati, SEPTA, reported that SEPTA is facing a possible city-wide strike next Tuesday. The last strike was six days and took place in 2009. SEPTA is preparing for the strike. Alternative travel is important and there are contingency plans in place. There is information on SEPTA's site for employers and passengers. There is also a potential strike two weeks thereafter on two other units (the Delaware County trolleys and the Norristown Highspeedline).

Nedia Ralston, PA Governor's Policy and Planning Office, reported that DCNR is running their "Best Trails" awards right now. You can nominate your trail and submissions are due by November 9. The Department of Health will be releasing new regulations on medical marijuana operations on their website. Planning departments can utilize this information to handle any questions that arise.

Dave Kuhn, NJDOT, reported that as a result of the Transportation Trust Fund a lot of projects are moving forward. The Trust Fund, as amended, is an eight year fund as opposed to the previous which was five years. The Fund authorizes \$16 billion over eight years. There is language in the legislation for the Motor Fuels tax and that is tied to a ballot question. The Act increases the Rail Freight program to \$25 million a year from \$18 million, the local programs will get \$400 million a year, and the Local Aid Infrastructure Fund is increased to \$28 million with some caveats. The Local Bridge Future Needs program was at about \$25 million and is now \$44 million. The Local Freight Impact Fund was also increased. Additionally a Policy Review Board and a Capital Program Approval Committee are required to review and report on funding decisions.

Valerie Arkoosh, Montgomery County, reported that last Monday she attended a briefing with Senator Bob Casey and Senator Sheldon Whitehouse on the impact of climate change on children. There were individuals there from the environmental community and other varied stakeholders. DVRPC's Rob Graff also attended and participated in

discussion on steps that can be taken to help with climate change. Montgomery County released a report on how to reuse vacant structures and buildings in the county. It is available at [Montco.org](http://Montco.org)

Andrew Levecchia, Camden County, reported that Camden, Burlington, and Gloucester counties recently held their tri-county summit. Mr. Seymour was the guest speaker. Yesterday Camden County held the first stakeholder meeting on a plan to construct a trail from the City of Camden to Atlantic County. Public meetings will be held starting in November.

Diane Ellis-Marseglia, Bucks County, reported that the food banks in the county came to the Commissioners to request refrigerators. The county was able to use refrigerators that were housing desks and chairs and the amount of food that is stored has more than quadrupled. A prison garden is now up and running and the company that has the contract has credited the county for our contributions.

Brian O'Leary, Chester County, reported that the county is in the middle of updating the Comprehensive Plan. The Plan can be found on the county's website.

Angela Dixon, City of Philadelphia, reported that earlier in the week the second round of public forums on the Roosevelt Boulevard Route for Change program took place and the final meeting is tonight at Little Flower High School. The goal is to talk to people about long-term and short-term improvements that you can see happening on the Boulevard. The next part will involve the consultants working on the traffic modeling and the vision for 2025. That will be in the spring or summer of 2017.

Carol Thomas, Burlington County, reported that the county is within a month of finishing the third roundabout with HSIP funds.

Latifah Griffin, City of Chester, thanked DVRPC for the grant to complete the survey and permits so that the Crozer Park section of the Chester Creek Trail is shovel-ready. The Parks Trails and Open Space Master Plan project is kicking off with an internal meeting on November 9 and some community engagement activities will be happening in the future.

Aliyah Furman, PA DCED, reported that funding has been released for DCED's Greenway Trails and Recreations project and 22 projects in the Southeast were funded for a total of roughly \$3.5 million. The next meeting on this is scheduled for December 6.

## **7. I-76 Corridor Comprehensive Transportation Management Plan**

Emmanuel Anastasiadias, PennDOT, introduced himself, talked about MAP-21, and introduced Stan Niemczak from Jacobs. Mr. Niemczak explained that PennDOT is planning a long-range comprehensive, multi-modal transportation management plan to enhance travel along the I-76 (Schuylkill Expressway) corridor between King of Prussia and Philadelphia, to include the first use of Active Traffic Management

technologies, hard shoulder running, expansion of public transit service, modernization of traffic signal systems and potential trail improvements.

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

### a. Board Meeting Dates for Calendar Year 2017

Mr. Seymour noted that the DVRPC Board meeting calendar dates can be found in the Board folders.

### b. Work Program Committee Meeting

Mr. Seymour reported that on October 20 a Work Program Committee Meeting was held to discuss projects for FY18. The selected projects are listed in the Board packets and DVRPC will continue to look at proposed projects and discuss with stakeholders.

### c. USDOT MPO Consolidation Proposal

Mr. Seymour called the Board's attention to the USDOT's consolidation proposal. The comment period was extended and DVRPC sent in comments regarding the consolidation. The map in the Board packets shows seven MPO's that share seven distinct urban areas. If this rule goes through seven different plans and seven different TIPS would need to be coordinated and consolidated. USDOT has asked for exemptions and costs and DVRPC detailed all of those in a letter to the USDOT.

### d. PennDOT Connects Planning Collaboration Policy

Mr. Seymour noted that this policy is still in draft format. Secretary Richards is planning to come to the Board and discuss this.

### e. DVRPC Building on our Strengths event

Mr. Seymour announced that DVRPC is holding a Building on our Strengths event on the morning of Friday, November 4 at the Chemical Heritage Foundation. We are inviting communities and developers to come talk about their challenges and opportunities in our region's centers.

### f. DVSGA Smart Growth event

Mr. Seymour reported that DVRPC is co-sponsoring with the DVSGA to discuss public policy and how it affects smart growth. For the first time the alliance will be recognizing public efforts around smart growth, and Chester County, Pennsylvania and Glassboro, New Jersey will be recognized. The event is taking place on December 10 in Swarthmore.

g. **Board Retreat Mega-Event**

Mr. Seymour called the Board's attention to the Board Retreat Mega Event taking place on Tuesday, December 6, and Wednesday, December 7. The event is focusing on mega regions and DVRPC is partnering with FHWA. There will be a focus on freight and autonomous vehicles on December 6, and a focus on multi-state MPOs on December 7. The Board meeting will take place at 2:00 p.m. on December 7.

h. **PennDOT's Multimodal Program**

Mr. Seymour noted that PennDOT recently released project awards under the Multimodal program. Thirty-seven projects were chosen totaling \$40 million. This region only received seven projects totaling \$6 million.

i. **Healthy Communities Task Force**

Mr. Seymour announced that on Thursday, November 10 DVRPC will be holding a Healthy Communities Task Force meeting. He encouraged Board members and their staffs to attend.

j. **Forests, Urban Trees, Climate Change Workshop**

Mr. Seymour reported that on October 25 DVRPC held a Forests, Urban Trees, Climate Change Workshop. Municipal, county, state, and regional arborists came to discuss best practices and issues.

k. **New Releases**

Mr. Seymour called the Board's attention to some new DVRPC releases including: Darby Transportation Center: Access and Development Opportunities Study, Rightsizing Police and Fire Facilities: Lessons Learned from Five Cities, Highlights: FY17 TIP for Pennsylvania.

l. **PPTF Recruitment**

Mr. Seymour noted that the PPTF is currently looking for new members. He encourage Board members to nominate active, interested candidates.

**9. Committee Reports**

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

- (1) Regional Technical Committee (RTC)
- (2) Regional Safety Task Force (RSTF)
- (3) Public Participation Task Force (PPTF)

**OLD BUSINESS**

No old business was stated.

## **NEW BUSINESS**

No new business was stated.

There being no further business, the meeting was adjourned at 11:58 a.m. on a **MOTION** by Mr. Levecchia, seconded by Mr. Kuhn.

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) 238-2871 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