

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

BOARD COMMITTEE

Final Minutes of Meeting of March 24, 2016

Location: Delaware Valley Regional Planning Commission
190 N. Independence Mall West
Philadelphia, PA 19106

Membership Present

Representative

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

Sean Thompson
Dave Kuhn
James Ritzman
James Mosca
Chris Howard
(not represented)
Nedia Ralston
Diane Ellis-Marseglia

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

Lynn Bush
Michelle Kichline
David Ward
John McBlain
Linda Hill

Chester County

Delaware County

Montgomery County
Burlington County
Camden County

Valerie Arkoosh
Carol Thomas
Lou Cappelli
Andrew Levecchia
Theresa Ziegler

Gloucester County
Mercer County
City of Chester
City of Philadelphia

Leslie Floyd
Latifah Griffin
Mark Squilla
Clarena Tolson
Denise Goren
Dana Redd
Edward Williams
Jeffrey Wilkerson

City of Camden

City of Trenton

Non-Voting Members

Federal Highway Administration
New Jersey Division

Calvin Edghill

Pennsylvania Division

(not represented)

U.S. Department of Housing and Urban Development,
Region III
U.S. Environmental Protection Agency, Region II
U.S. Environmental Protection Agency, Region III
Federal Transit Administration, Region III
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

Richard Ott
(not represented)
(not represented)
Timothy Lidiak
Byron Comati
Lou Millan
(not represented)
(not represented)
Barbara Holcomb
Phil Spinelli
Gerard Scharfenberger

Aliyah Furman

DVRPC Co-Counsel

Pennsylvania Co-Counsel
New Jersey Co-Counsel

Andrew Bockis
Thomas Coleman

DVRPC Staff: Barry Seymour, John Ward, Chris Puchalsky, Elizabeth Schoonmaker, Alison Hastings, Paul Smith, Kwan Hui, Rick Murphy, Greg Krykewycz, Amy Verbofsky, Taghi Ozbeki, Tom McGovern, Van Doan, Zoe Neaderland, Elise Turner, Shoshana Akins, Brett Fusco, Karin Morris, Ryan Gallagher, Joe Banks, John Coscia, Jr. Katrina Lawrence, Andrew Svekla, Amy Bernknopf, Logan Axelson, Thom Stead, Beth Wichser, Sandy Clark, Ken Peters, and Renee Wise.

Guests

Amtrak
PlanPhilly
Philadelphia Inquirer
CCCTMA
PennDOT Central Office
PennDOT 6-0
PennDOT 6-0
RES
FTA
Bucks County Resident
Bucks County Resident

Natalie Shieh
Jim Saksa
Jason Laughlin
Bill Ragozine
Jackie Koons-Felion
Kenneth McClain
Jonathan Korus
John Kasitz
Michele DeAngelis
Elaine Apsche
Shon Weldon

Call to Order - Chair's Comments

Chair Dana Redd called the meeting to order at 10:00 a.m. and asked if there was any press in the room.

Executive Director Barry Seymour welcomed Ken McClain from PennDOT District 6-0 as the new District Executive. Mr. Seymour congratulated Councilman Mark Squilla on his appointment from Mayor Kenney to the DVRPC Board as the City of Philadelphia's representative.

Public Comments on Agenda and Non-Agenda Items

Elaine Apsche, a resident of New Britain Township in Bucks County, commented on the Neshaminy Greenway Trail construction being proposed as part of the TAP program. Ms. Apsche expressed her opposition to this trail and asked the Board to reconsider their support of this project. Public comments in opposition to the trail were also received from New Britain Township resident Shon Weldon who expressed concerns about safety, flooding, and more.

Action Items

1. Minutes of Meeting of February 25, 2016

The Board adopted the following **motion**:

MOTION by Mr. McClain, seconded by Ms. Kichline, to approve the minutes of February 25, 2016. Ms. Redd abstained.

2. Transportation Improvement Program (TIP Actions)

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

2a. PA15-78: Statewide Green Light-Go Funded Projects, (Various MPMS #s), Various Counties

PennDOT has requested that DVRPC approve the list of projects selected as part of PennDOT's Statewide Green Light-Go program year 1 and amend the FY2015 - 2018 TIP for Pennsylvania by adding the new projects to the PA TIP in FY16.

The Green Light-Go Program is a competitive statewide program established by Act 89 of 2013 to provide state grant funds for the operation and maintenance of traffic signals along critical and designated corridors on state highways. Act 89 allocated up to \$10 million for state fiscal year (SFY) 2014/15, up to \$25 million for SFY2015/16 and up to \$40 million for SFY2016/17 and after. Critical corridors are defined as state highways with AADT greater than 10,000 and/or a traffic signal at the end of a Limited Access Ramp. Designated corridors are state highways with AADT of less than 10,000. A minimum of 50 percent local match using municipal or private cash is required. The match may exceed 50 percent and those applications were given priority in the evaluation process. Eligible projects for the program are: study and removal of unwarranted traffic signals, traffic signal retiming, development of detour, special event and operations plans, LED replacement, asset management, traffic signal operations

(real-time monitoring), traffic signal maintenance, innovative technologies (e.g. adaptive signals), communications, connections back to Traffic Management Center (TMC), detection upgrades, controller upgrades, modernization upgrades (poles, etc.), and other traffic signal improvements.

In fall of 2014, PennDOT held a competitive round for the first year of Green Light-Go funding (SFY2014/15). As a result, PennDOT made \$8,000,000 million available for 37 projects across the state. The DVRPC region received \$289,883 for 10 projects across the region. The following is the list of Statewide Green Light-Go funded projects that were awarded funding in the DVRPC region. They will be amended into the DVRPC PA TIP for FY16.

Bucks County

1. Quakertown Rt. 313 LED (MPMS #105255) - \$17,426 (\$8,713 A-073/\$8,713 Local) - for the replacement of existing filament in the traffic lights at several critical intersections with upgraded LED lights in the Borough on Route 313.

Chester County

2. West Chester Borough LED (MPMS #105224) - \$114,155 (\$57,077 A073/ \$57,078 Local) - for the upgrade and modernization of all signal equipment at intersections along critical corridors within the Borough, including Hannum Avenue, High Street, Gay Street, Market Street, Price Street, and Bradford Avenue.

3. Lincoln Highway & Airport (MPMS #105259) - \$30,000 (\$15,000 A-073/\$15,000 Local) - for existing signalized intersection improvements at Lincoln Highway and Airport Road, in Valley Township, by optimizing signal timings, including adding an eastbound left turn phase on Lincoln Highway, and replacing traffic signal bulbs with LED signal indications.

4. Uwchlan Township LED (MPMS #105256) - \$56,498 (\$28,249 A-073 /\$28,249 Local) - for existing LED lights replacement with ones that were put in the later part of the 1990s.

Delaware County

5. Swarthmore Avenue LED (MPMS #105257) - \$28,000 (\$14,000 A-073/\$14,000 Local) - for the upgrade of three existing traffic signal intersections and two school speed limit signals along North Swarthmore Avenue, in Ridley Park Borough, from the existing incandescent light fixtures to efficient LED modules, including existing pedestrian crossing signals.

Montgomery County

6. Cheltenham Township LED lamps (MPMS #105206) - \$33,470 (\$16,735 A-073/\$16,735 Local) – for conducting a survey of ten signalized state highway intersections to provide Township staff with a diagram of each intersection that will show the signal equipment layout and the size and type of all traffic and pedestrian signal lamps.

7. Lower Merion Township LED Replacement (MPMS #105212) - \$169,600 (\$80,000 A-073/\$89,600 Local) – for the replacement of aging LED signal modules, repair non-functioning vehicle detection, and repair non-functioning system communication.

8. Upper Merion LED Project (MPMS #105220) - \$104,840 (\$52,420 A-073/\$52,420 Local) – for the replacement of existing LED signal indicators at 30 signalized intersections on DeKalb Pike, Gulph Road, Henderson Road, Valley Forge Road, and Swedeland Road.

9. Springfield Township LED (MPMS #105227) - \$22,214 (\$9,589 A-073/\$12,625 Local) - for the upgrade of 221 first generation LED signal modules to the current ITE specifications at eight intersections.

10. 6-Points LED Conversion (MPMS #105225) - \$16,200 (\$8,100 A-073/\$8,100 Local) – for the conversion of all existing incandescent traffic signal bulbs to LED bulbs at an intersection where three (3) roads converge in Whitpain Township. In addition, the Township will install a battery backup within the controller cabinet for the signal to continue functioning during a power outage.

All projects listed contribute to fiscal constraint. These are additional funds to the region.

Favorable recommendation was received from the Regional Technical Committee.

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

MOTION by Ms. Arkoosh, seconded by Ms. Ralston, that the Board approve the following TIP action:

PA15-78, PennDOT's request that DVRPC approve the list of projects selected as part of PennDOT's Statewide Green Light-Go program year 1 and amend the FY2015 - 2018 TIP for Pennsylvania by adding the new projects to the PA TIP in FY16.

Bucks County

- Quakertown Rt. 313 LED (MPMS #105255) - \$17,426 (\$8,713 A-073/\$8,713 Local) in FY16

Chester County

- West Chester Borough LED (MPMS #105224) - \$114,155 (\$57,077 A-073/\$57,078 Local) in FY16
- Lincoln Highway & Airport (MPMS #105259) - \$30,000 (\$15,000 A-073/\$15,000 Local) in FY16
- Uwchlan Township LED (MPMS #105256) - \$56,498 (\$28,249 A-073 /\$28,249 Local) in FY16

Delaware County

- Swarthmore Avenue LED (MPMS #105257) - \$28,000 (\$14,000 A-073/\$14,000 Local) in FY16

Montgomery County

- Cheltenham Township LED lamps (MPMS #105206) - \$33,470 (\$16,735 A-073/\$16,735 Local) in FY16
- Lower Merion Township LED Replacement (MPMS #105212) - \$169,600 (\$80,000 A-073/\$89,600 Local) in FY16
- Upper Merion LED Project (MPMS #105220) - \$104,840 (\$52,420 A-073/\$52,420 Local) in FY16
- Springfield Township LED (MPMS #105227) - \$22,214 (\$9,589 A-073/\$12,625 Local) in FY16
- 6-Points LED Conversion (MPMS #105225) - \$16,200 (\$8,100 A-073/\$8,100 Local) in FY16

2b. PA15-79: Villanova Pedestrian Bridge, (MPMS #15444), Delaware County

PennDOT has requested that DVRPC amend the FY2015 – 2018 TIP for Pennsylvania by adding a new \$4,500,000 State economic development funded project, Villanova Pedestrian Bridge (MPMS #15444), to the TIP for construction in FY16 (\$3,000,000 State e581 funds) and FY17 (\$1,500,000 State e581 funds). The project will be ready to let (open for bid proposals) for construction next month. Design was completed locally. State economic development funds are now known as State Transportation Infrastructure Investment Funds (TIIF) and do not require a local match. In 2014, the Commonwealth Finance Authority awarded Villanova University \$3 million Multimodal Transportation Funds—separate from PennDOT’s Multimodal Program—to contribute to the project.

The project will construct a pedestrian bridge between the SEPTA Norristown High Speed Line Villanova station over US 30 (Lancaster Avenue) to St. Thomas of Villanova Church Plaza (locally named “Villanova Chapel”). The bridge will connect the rail station, Villanova University's dormitories and parking, and the university main campus. A high level ADA compliant pedestrian facility will span US 30. The bridge location is supported by a 2014 DVRPC US 30 Eastern Radnor Township Traffic and Circulation Study. In addition, the existing signalized intersection at the church drive/walkway will be relocated, and turn lanes will be provided on US 30 at the relocated driveway.

Currently, US 30 is adversely affected by high traffic volumes, peak-hour congestion, and high-volume pedestrian crossings. Pedestrians cross this four-lane arterial at an existing signalized intersection/driveway to/from campus, train station and parking.

All projects listed contribute to fiscal constraint. These are additional State funds to the region from the Statewide Transportation Infrastructure Investment Fund (TIIF) reserve line item (MPMS #60469).

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

Mr. Seymour noted that as planners DVRPC staff feels good about this project since DVRPC conducted this study in 2014 and is now seeing it move forward.

Favorable recommendation was received from the Regional Technical Committee.

The Board adopted the following **motion**:

MOTION by Mr. Ritzman, seconded by Ms. Marseglia, with an abstention from Mr. McBlain, that the Board approve the following TIP action:

PA15-79, PennDOT's request that DVRPC amend the FY2015 – 2018 TIP for Pennsylvania by adding a new \$4,500,000 State economic development funded project, Villanova Pedestrian Bridge (MPMS #15444), to the TIP for construction in FY16 (\$3,000,000 State e581 funds) and FY17 (\$1,500,000 State e581 funds).

3. Fiscal Year 2017-18 PennDOT Transportation Management Association Assistance Grant Program Work Programs

John Ward, DVRPC Deputy Executive Director, explained that PennDOT has provided funding for qualified Transportation Management Association (TMA) activities across the Commonwealth since 1992. This support is intended to provide operating assistance to these public-private partnerships and to be one source of funds for their travel demand management (TDM) promotional work as a means to mitigate traffic congestion and improve regional air quality. The current form of this program, begun in 1995, is ongoing but renewable annually. PennDOT and DVRPC have shared joint oversight of work program development and execution for TMAs in southeastern Pennsylvania since 2002. Contracts are between PennDOT and each TMA directly.

There are currently five TMAs serving suburban areas in southeastern Pennsylvania: The Bucks County, Chester County, Delaware County, Greater Valley Forge, and Partnership TMAs, and one which serves Center City – the Central Philadelphia TMA. As part of their assistance grant work, each suburban TMA undertakes generally similar tasks. The individual Work Programs as submitted describe the efforts each TMA plans to undertake if their application is approved. The work programs have been reviewed and approved by the respective County Planning Commission staffs, as well as DVRPC staff, SEPTA, PennDOT Central Office, PennDOT District 6, and the DVRPC PA TMA Policy Committee. CPTMA's work program is tailored to the particular transportation needs of Center City and is developed in partnership with the City of Philadelphia.

Beginning in FY 2015 each TMA was required to report performance metrics, and in FY 2016 each TMA developed for the first time identifiable and measurable targets and goals for each work program element. Please note that beginning with FY 2017, PennDOT is budgeting funding for these grants for a two-year period; these Work Program submissions cover one year and work will be reviewed and revised for FY 2018.

The maximum allowable annual grant is \$192,000 per TMA, and each TMA has applied for that amount. The full application package totals \$1,152,000 (\$921,600 CMAQ, \$230,400 local match). A review of the required components of each application indicates each applicant is able to meet their match requirement. DVRPC staff will make TMA work programs and/or full applications available to interested Board members, as requested.

This project will not alter the region's conformity finding since the project is exempt.

Favorable recommendation was received from the Regional Technical Committee with exception of CPTMA until revised and approved by the City of Philadelphia. Following the RTC meeting, a support letter for the CPTMA proposal was received from the City of Philadelphia.

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

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

Approve and forward to PennDOT for their approval the FY 2017 TMA Assistance Grant work programs for a total grant of \$192,000 each (\$153,600 CMAQ, \$38,400 local match) to the Bucks County, Chester County, Delaware County, Greater Valley Forge, Partnership, and Central Philadelphia TMAs, for a total program of \$1,152,000 (\$921,600 CMAQ, \$230,400 TMA match).

4. Fiscal Year 2017 Mobility Alternatives Program Work Programs

John Ward, DVRPC Deputy Executive Director, explained that the Mobility Alternatives Program (MAP) was initiated in 1995 in response to the need to reduce highway congestion from businesses, schools, and other organizations through voluntary measures. There are currently five TMAs involved in MAP: The Bucks County, Chester County, Delaware County, Greater Valley Forge, and Partnership TMAs, along with the Clean Air Council (in Philadelphia), SEPTA, and DVRPC. Efforts of these contractors are directed to highly congested corridors or large employers within their service areas. Tasks focus on working with employers, including assisting in promoting various Travel Demand Management (TDM) strategies, encouraging use of the Share-A-Ride and Emergency Ride Home programs, and participation in RideECO and the Air Quality Partnership. MAP funding is specific to southeastern Pennsylvania and is only available to TMAs and related organizations in this five-county region.

MAP is an outreach and education effort to increase employers' and commuters' awareness of and participation in the various TDM techniques available to them. The success of the overall program is monitored by contractors' submission of monthly progress reports, which show results of work toward reducing single-occupant autos for commuting. In addition, contractors also submit electronic quarterly performance reports which will be aggregated into one programmatic annual report so the results of their efforts can be reported under CMAQ requirements. At PennDOT's request, the DVRPC Board has been asked to review and approve the individual grant applications.

Beginning in FY 2015 each TMA was required to report performance metrics, and in FY 2016 each TMA developed for the first time identifiable and measurable targets and goals for each work program element. Please note that beginning with FY 2017, PennDOT is budgeting funding for these grants for a two-year period; these Work Program submissions cover one year and work will be reviewed and revised for FY 2018.

The Bucks County TMA, Delaware County TMA, TMA of Chester County, Greater Valley Forge, and Partnership TMAs have applied for the maximum of \$67,450 each. The Clean Air Council, working on behalf of the City of Philadelphia, has applied for \$77,750. SEPTA has applied for \$150,000. The DVRPC portion of the contract totals \$251,000, which includes overall program administration, Share-A-Ride operations, Emergency Ride Home administration, and coordinated program marketing efforts. The full application package totals \$816,000 (\$652,800 CMAQ, \$163,200 contractor match). Staff has reviewed all applications; each one submitted shows appropriate financial standing as well as acceptable work scopes. The DVRPC PA TMA Policy Committee has also reviewed and accepted these work programs.

This project will not alter the region's conformity finding since the project is exempt.

Favorable recommendation was received from the Regional Technical Committee.

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

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

Approve and forward to PennDOT for their approval the FY 2017 Mobility Alternatives Program grant requests for the Bucks County TMA, the TMA of Chester County, the Delaware County TMA, the Greater Valley Forge TMA, the Partnership TMA, The Clean Air Council, SEPTA, and DVRPC, for a program total of \$816,000 (\$652,800 CMAQ, \$163,200 contractor match).

5. Transportation Planning and Programming Memorandum of Understanding (MOU) between the Delaware Valley Regional Planning Commission (DVRPC) and the South Jersey Transportation Planning Organization (SJTPO)

John Ward, Deputy Executive Director, explained that as a result of the 2010 US Census, portions of the Philadelphia Urbanized Area and portions of the Vineland Urbanized Area now extend across their respective MPO boundaries. To address the transportation planning and programming responsibilities for these Urbanized Areas, DVRPC and SJTPO propose to enter into a Memorandum of Understanding. This MOU will be updated following each decennial census and the subsequent development of new Urbanized Areas by the US Census Bureau.

Mr. Seymour noted that the specific language in this MOU was negotiated with the SJTPO. The SJTPO will be voting to approve this exact language at their next Board meeting.

Favorable recommendation was received from the Regional Technical Committee.

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

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

The Memorandum of Understanding addressing transportation planning and programming responsibilities of DVRPC and SJTPO for the Philadelphia, PA Urbanized area and the Vineland, NJ Urbanized Area.

6. Transportation Alternatives Program (TAP) Regionally Selected & Statewide Recommended Projects

Ryan Gallagher, DVRPC Assistant Manager, Office of Project Implementation, explained that the Pennsylvania Transportation Alternatives Program (TAP) is a competitive federal program established for projects that contribute alternative transportation projects, including on- and off-road pedestrian and bicycle facilities. The two year Pennsylvania TAP provided at least \$7.6 million TAP funds for projects in the DVRPC region and \$20+ million statewide.

DVRPC received thirty five (35) project applications requesting approximately \$26.5 million in TAP funds from the region. The projects were evaluated by the TAP subcommittee using agreed upon selection criteria. The TAP subcommittee has recommended 11 projects, totaling \$7,600,000 to be approved using regional TAP funds and 15 projects, totaling approximately \$11 million to be recommended for funding through the Statewide TAP funds for consideration.

The recommended projects will be added to the TAP line item in the FY 2015 TIP (MPMS# 64984), and will be broken out as individual projects at the appropriate time. There will be no impact on the TIP or Long-Range Plan conformity determination.

Mr. Seymour called the Board's attention to the fact that during the public comment period for this Board action, 10 public comments were received about the Neshaminy

Greenway trail project in Bucks County; seven in favor and three opposed, which included two comments heard this morning. Mr. Seymour noted that the public comments received during the public comment period are provided in the Board packets.

Favorable recommendation was received from the Regional Technical Committee.

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

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

The list of projects identified to be funded with the DVRPC regional sub-allocation of Transportation Alternatives Program funds, and that these projects be amended into the FY 2015 TIP (TIP Action PA15-80) for \$7,600,000 TAU (funding for individual projects will be drawn down at the appropriate time), and that the Board approve the TAP subcommittee recommended list of projects be sent to PennDOT for their consideration for funding as part of the statewide TAP selection process. Note that the TAP Line Item (MPMS (#64984)) will be updated to reflect the FAST Act's TAP funding allocation to the region.

DISCUSSION ITEMS

7. One Minute Reports

Byron Comati, SEPTA, reported that SEPTA will be holding an annual service plan open house on Monday, March 28. There will be two sessions that day regarding changes to certain routes, a new route proposed in the city, and enhanced bus service on Roosevelt Boulevard. SEPTA is looking for the public's input on these proposed actions. SEPTA held five different public sessions on the King of Prussia rail extension and a lot of questions and issues were raised.

Calvin Edghill, FHWA NJ, reported that his office is waiting on implementing guidance on FAST Act. Mr. Edghill noted that his office is talking internally about the freight program and that NJTPA's freight data workshop was very helpful. There is a need to look at how to advance funding for freight and there will need to be formal arrangements to flex the money. Mr. Edghill plans to talk to the Federal Railroad Administration about some of these things.

David Kuhn, NJDOT, reported that there is funding available in unobligated federal earmark redistributions. Initial reports indicated that could be as much as \$250 million statewide, but NJDOT is working with FHWA to determine what is really available and can be reallocated.

James Ritzman, PennDOT, reported that there is \$100 million in federal earmarks and that once this money is guaranteed the strategy will be to look at projects already underway and use the money accordingly.

Gegard Scharfenberger, NJ Office for Planning Advocacy, reported that his office has been working with DVRPC and the city of Bordentown to provide in kind services. The report should be done within the next week or so.

Carol Thomas, Burlington County, reported that the county's bicycle map has been released. The map will be available at libraries, Burlington County's offices, and at the county store.

Mark Squilla, City of Philadelphia, reported that he is pleased to be a member of the DVRPC Board, representing the city of Philadelphia. He will be working with the newly created Office of Transportation and Infrastructure Systems. Mr. Squilla noted that the city just adopted their 12th Plan for the Delaware area. The TIGER Grant for Roosevelt Boulevard multimodal program will be kicking off forums in April. Indego bikeshare will celebrate its second year in April and 30 more stations will be added. Philadelphia is hosting a bikeshare forum on bikeshare equity this summer as well.

John McBlain, Delaware County, reported that the county is finishing its Baltimore Avenue Signalization project this year.

Michele Kichline, Chester County, reported that the county recently released its municipal resource guide. There will be an Urban Center Spring Workshop which will focus on redevelopment of underutilized projects and extension of the Paoli/Thorndale line.

Diane Ellis-Marseglia, Bucks County, reported that Bucks County will be holding a farm summit in order to hear from farmers and determine ways to help them keep their farms.

Dana Redd, City of Camden, reported that a Broadway realignment project is taking place, in conjunction with the Holtec project, including an upgrade of all utilities. This is necessary because of the new development in Camden. Camden's unemployment rate has declined from 19 percent in 2010 to 11.8 percent, largely due to meds and eds employment and economic development in the city.

Barbara Holcomb, DRPA, reported that in the wake of the attacks in Brussels it is helpful to remember that DRPA has a public security awareness campaign called Look Up Speak Up. There is an app associated with the campaign that allows users to report suspicious persons or behaviors and this information goes to the Delaware Valley Intelligence Center.

Presentation Items

8. Re-Imagining 30th Street Station

Natalie Shieh, Amtrak, presented on the reimagining of 30th Street Station. In the future people from all over the country may flock to Philadelphia to live, work and play in a premier urban neighborhood built over top of the busy Northeast Corridor. That is the vision that is being developed for the future 30th Street Station District. Over the past twenty months, Amtrak, Brandywine Realty Trust, Drexel University, PennDOT and SEPTA in coordination with a host of area stakeholders including DVRPC have been working with a world-class consultant team to develop a comprehensive vision for the year 2040 that places 30th Street Station at the epicenter of a dynamic urban neighborhood full of opportunities for community development, economic growth and improved transportation connections.

9. DVRPC Equity Through Access Project Update

Greg Krykewycz, DVRPC Associate Director, Transportation, and Shoshana Akins, DVRPC Public Participation Planner, explained that multiple DVRPC departments are presently collaborating on a regional project to develop and prioritize strategies to improve access to essential services by disadvantaged residents. The Board was briefed on this initiative, and key findings from stakeholder interviews and a March 11th project workshop were highlighted.

10. Executive Director's Report

a. DVRPC Shared Values

Mr. Seymour noted that DVRPC has been working on developing shared values. Paul Smith, DVRPC HR Director, gave a short presentation on the development and finalized list of shared values.

b. Website Redesign

Mr. Seymour announced that this month DVRPC's new website will launch. The new website will be more mobile compliant and user-friendly. Mr. Seymour noted that the website was created entirely in-house, and asked Board members to take a look and try out the new functionality. A brief tour of the website was provided.

c. Long-Range Plan Update and Outreach

Mr. Seymour called the Board's attention to DVRPC's Long-Range Plan Outreach efforts which includes workshops at: the Camden County Boathouse

on April 26 from 6 to 8 pm, the Chester County Historical Society on May 2 from 6 pm to 8 pm, and WHY?Y's Public Media Commons on May 24 from 6 pm to 8 pm.

d. TIGER Grants

Mr. Seymour reported that TIGER Grant applications are due April 29.

e. PA CMAQ

Mr. Seymour announced that PA CMAQ funding is available and applications are due April 21.

f. TCDI Applications

Mr. Seymour called the Board's attention to the fact that TCDI applications are due April 22.

g. New Releases

Mr. Seymour noted that DVRPC has some new releases including: (1) 2016 Municipal Resource Guide (2) Greater Philadelphia Future Forces: Technical Report (3) Road Safety Newsletter

h. Upcoming committee and Task Force Meetings

Mr. Seymour reported that there is a Goods Movement Task Force Meeting on April 15.

i. Board Officers Nominating Committee

Mr. Seymour called the Board's attention to the fact that a Board officer nominating committee will need to be formed. He encouraged Board members to think about nominees before the April Board meeting.

j. Local Counties Population Estimates

Mr. Seymour noted that the Census Bureau just released the local county population estimates. Though the region has grown since 2010 it is growing not as quickly as others.

9. Committee Reports

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

- (1) Regional Technical Committee

- (2) Information Resources Exchange Group
- (3) Regional Safety Task Force
- (4) Public Participation Task Force
- (5) 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 11:59 a.m. on a **MOTION** by Mr. McBlain, seconded by Mr. Squilla.

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