

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

BOARD COMMITTEE

Minutes of Meeting of March 24, 2011

Location: Delaware Valley Regional Planning Commission
190 N. Independence Mall West, 8th Floor
Philadelphia, PA 19106

Membership Present

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 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

Non-Voting Members

Federal Highway Administration
New Jersey Division
Pennsylvania Division
U.S. Department of Housing and Urban
Development, Region III
U.S. Environmental Protection Agency, Region II

Representative

Joyce Paul
Thomas Wospil
James Mosca
David Reiner
(not represented)
Andrew Paris
Diane Ellis-Marseglia
Lynn Bush
Natasha Manbeck
John Pickett
Joseph Hoeffel
Kenneth Klothen
Kenneth Hughes
Carol Ann Thomas
Louis Cappelli, Jr., Esq.
Andrew Levecchia
Richard Westergaard
Donna Lewis
(not represented)
(not represented)
Edward Williams
(not represented)

Sandra Brillhart
Camille Otto

(not represented)
(not represented)

U.S. Environmental Protection Agency, Region III	(not represented)
Federal Transit Administration, Region III	
Southeastern Pennsylvania Transportation Authority	Byron Comati
New Jersey Transit Corporation	Louis Millan
New Jersey Department of Environmental Protection	(not represented)
Pennsylvania Department of Environmental Protection	(not represented)
Delaware River Port Authority	Barbara Holcomb
Port Authority Transit Corporation	Karen Dougherty
Pennsylvania Department of Community and Economic Development	Toni Crawford-Major
	Ronald Bednar
New Jersey Office of Smart Growth	(not represented)
Regional Citizens Committee Chair	Aissia Richardson

DVRPC Co-Counsel

Pennsylvania Co-Counsel	Thomas Jennings
New Jersey Co-Counsel	Thomas Coleman

DVRPC Staff: Barry J. Seymour, Donald Shanis, Richard Bickel, John Ward, Elizabeth Schoonmaker, Patty Elkis, Joseph Hacker, Sarah Oaks, Stan Platt, Michael Boyer, Candace Snyder, Phyllis Robinson Smith, and Jean McKinney.

Guests

Pennsylvania Department of Transportation	Linda Guarini (Dist. 6)
Cross County Connection TMA	William Ragozine
Delaware River Joint Toll Bridge Commission	Glenn Reibman
Eddie Battle Associates, Inc.	Eddie Battle
DVRPC Community Relations	Thomas Gurick
Regional Citizens Committee Member	Jim Richardson

Call to Order - Chair's Comments

Chair Joseph Hoeffel, called the meeting to order at 10:10 a.m. and welcomed Andrew Paris, Pennsylvania Governor's Policy and Planning Office, Barbara Holcomb, Delaware River Port Authority, and Karen Dougherty, Port Authority Transit Corporation.

Public Comments on Non-Agenda Items

No public comments were stated.

1. **Minutes of Meeting of February 24, 2011**

On a Motion by Mr. Pickett, seconded by Mr. Mosca, the minutes of February 24, 2011 were approved as distributed.

2. **Transportation improvement Program (TIP) Actions**

Elizabeth Schoonmaker, DVRPC Manager, Office of Capital Programs, presented to the Board the following TIP Actions:

a. **PA11-21: Susquehanna road Over Sandy Run Bridge Reconstruction (MPMS #74812), Montgomery County**

PennDOT has requested that DVRPC amend the FY2011-2014 TIP for Pennsylvania by adding a project back into the TIP, Susquehanna Road Bridge Over Sandy Run Bridge Reconstruction (MPMS# 74812), and programming \$50,000 (\$40,000 STP/\$10,000 Local) for design and \$1,450,000 (\$1,160,000 STP/290,000 Local) for construction in FY11. The construction phase was programmed in Later Fiscal Years with only local funds, but is now being proposed to advance in the current TIP with federal funds. The statement about local funding would be removed from the project description.

The project site has a history of flooding problems. To help alleviate the flooding in this vicinity, the project will include the construction of a reinforced concrete box culvert adjacent to the existing bridge opening. The goal is to introduce a structure capable of providing sufficient hydraulic capacity to improve the flooding conditions while minimizing cost at the same time. In order to minimize the project length, the roadway impacted by the excavation of the culvert will be reconstructed to match the existing profile and cross slopes. Existing roadway width (which accommodates bicycles) and sidewalks will be maintained. This project is part of an overall upgrade of the Sandy Run channel. PADEP is advancing a project to improve the channel downstream of this location.

Financial constraint will be maintained by making adjustments to other existing TIP projects whose schedules or costs have changed and the TIP's current conformity finding will not be impacted by this amendment as this project is exempt from the regional air quality analysis.

After favorable recommendation was received from the Planning Coordinating Committee/Regional Transportation Committee (PCC/RTC) and the Regional Citizens Committee (RCC) the Board unanimously adopted the following **motion**:

MOTION by Ms. Lewis, seconded by Ms. Marseglia, that the Board approve TIP Action PA11-21, PennDOT's request to amend the FY2011-2014 TIP for Pennsylvania by adding a project back into the TIP, Susquehanna Road Bridge Over Sandy Run Bridge Reconstruction (MPMS# 74812), and programming \$50,000 (\$40,000 STP/\$10,000 Local) for final design and \$1,450,000 (\$1,160,000 STP/290,000 Local) for construction in FY11.

b. NJ10-56: Pedestrian Crosswalk Upgrade, ARRA (DB #FSD09496), Gloucester County

Gloucester County has requested that DVRPC amend the FY2010-2013 TIP for New Jersey by adding a project back into the TIP, Pedestrian Crosswalk Upgrade, ARRA (DB# FSD09496), and programming \$850,000 STP-STU in FY11 for construction.

This project received ARRA funds to upgrade 44 crosswalks at county-maintained intersections. The upgrade included replacing old style standard "WALK" and "DON'T WALK" signs with pedestrian count-down timers, as well as addressing any ADA compliant deficiencies at these crosswalks. During the construction phase, the county was required to reconstruct existing ramps to bring them to adopted ADA standards which caused added cost at each location for the removal of existing curbing and installation of new concrete ramps. The unforeseen work allowed for only 28 crosswalks to be upgraded. The county is seeking funds to entirely complete the remaining unfinished crosswalks with curb ramps.

The STP-STU funds used to accommodate this increase will be drawn from DB #D026 - DVRPC Future Projects line item, and would bring the total construction cost to \$1.7 million. FHWA will make final decision whether a new DB number will be assigned.

Financial constraint will be maintained by this amendment as the funding required for this action will be drawn down from DB #D026, DVRPC Future Projects line item and the TIP's current conformity finding will not be impacted by this amendment as this project is exempt from the regional air quality analysis.

David Reiner, New Jersey Governor's Appointee, inquired at what point and why only 28 crosswalks could be improved instead of 44.

Ms. Schoonmaker responded that the discovery was made during construction that there were many more existing ramps that were not ADA compliant than

anticipated, and all of the existing non-compliant ramps needed to be torn up and re-constructed. This work was in addition to the anticipated work of adding ADA compliant ramps where none previously existed.

After favorable recommendation was received from the PCC/RTC and the RCC, the Board unanimously adopted the following **motion**:

MOTION by Ms. Thomas, seconded by Dr. Williams, that the Board approve TIP Action NJ10-56, Gloucester County's request to amend the FY2010-2013 TIP for New Jersey by adding a project back into the TIP, Pedestrian Crosswalk Upgrade, ARRA (DB #FSD09496), and programming \$850,000 STP-STU in FY11 for construction. FHWA will make final decision whether a new DB number will be assigned.

c. NJ10-57: Pearl Street Bicycle/Pedestrian Enhancement, TIGER (DB #D1006), Camden County

Cooper's Ferry Development Association, on behalf of Camden County, has requested that the FY2010-2013 TIP for New Jersey be modified by increasing the construction phase of the Pearl Street Bicycle/Pedestrian Enhancement, TIGER project (DB #D1006) by programming an additional \$1,000,000 (\$920,000 CMAQ/\$12,000 TIGER/\$68,000 STP-STU) for construction in FY11.

Weather related erosion in the City of Camden at the end of Pearl Street adjacent to the Delaware River has created an emergency situation and deteriorated the substructure of the roadway where the Pearl Street bike lane (in the shadow of the Ben Franklin Bridge) is to be located. The substructure of the roadway has collapsed into the river and funds are needed to build a bulkhead at the water's edge so that the project can be constructed on solid ground, as well as in a timely manner, consistent with TIGER requirements.

The Pearl Street Bicycle/Pedestrian Enhancements are intended principally for transportation purposes, including trips to work, school, shops, and services, and provides a critical non-motorized link between the Ben Franklin Bridge/City of Philadelphia on one side, and the Wiggins Waterfront Park and other TIGER funded projects which provide bike and pedestrian access deeper into the City of Camden, and to New Camden Park, ultimately providing connections to the path along Cooper River. FHWA has determined CMAQ eligibility of the project. DVRPC is currently working with the subcommittee to address remaining funding needs for this fiscal year for current TIP projects to determine whether STP or CMAQ funds would be used for this modification. It is proposed that either \$920,000 CMAQ from the Local CMAQ Initiatives project (DB #X065)/\$12,000 available TIGER from lower than expected authorizations/and

\$68,000 STP-STU from D026 Future Projects Line Item in FY11, or \$988,000 STP-STU from the Future Projects Line Item be contributed to this project for a total project cost of \$2.4 million.

Selected for Transportation Investment Generating Economic Recovery (TIGER) Grant funding as a component of the American Recovery and Reinvestment Act of 2009, the project provides improved pedestrian and bicycle access along Pearl Street in Camden from the eastern terminus of the Ben Franklin Bridge stair tower near Fourth Street to Camden's County's Ulysses S. Wiggins Park at the Camden Waterfront on the Delaware River. The project will include streetscape improvements such as new sidewalks, landscaping, lighting, signage and on-street bike lanes, and will help connect Philadelphia's trails to the expanding Camden GreenWay trail network, approximately 10 miles of trails and bikeways in the City of Camden and Camden County. This project corridor lies adjacent to Rutgers University's Camden campus as well as Campbell's Field.

Financial constraint will be maintained by making adjustments to other existing TIP projects whose schedules or costs have changed and the TIP's current conformity finding will not be impacted by this modification as this project is exempt from the regional air quality analysis

After favorable recommendation was received from the PCC/RTC and the RCC, the Board unanimously adopted the following **motion**:

MOTION by Dr. Williams, seconded by Ms. Thomas, that the Board approve TIP Action NJ10-57, Cooper's Ferry Development Association's, on behalf of Camden County, request to modify the FY2010-2013 TIP for New Jersey by increasing the FY11 construction phase of the Pearl Street Bicycle/Pedestrian Enhancement, TIGER project (DB #D1006) by \$1,000,000 for construction in FY11. Specific mix of funding still to be determined. FHWA will determine if a new DB number is required.

d. NJ10-58: Route 47, Howard Street to South of High Street Resurfacing (DB #10337), Gloucester County

NJDOT has requested that DVRPC amend the FY2010-2013 TIP for New Jersey by adding a new project to the TIP, Route 47, Howard Street To South of High Street Resurfacing (DB #10337), and programming \$2,570,000 STP for construction in FY11 as the project is ready to advance to construction.

This project provides for the resurfacing of Route 47 from Howard Street to South of High Street in Clayton and Glassboro Boroughs. Existing drainage

inlets will be made bicycle compatible. This project ranks number 4 on the Statewide pavement rehabilitation projects list.

Financial constraint will be maintained by making adjustments to other existing TIP projects whose schedules or costs have changed and the TIP's current conformity finding will not be impacted by this amendment as this project is exempt from the regional air quality analysis.

After favorable recommendation was received from the PCC/RTC and the RCC, the Board unanimously adopted the following **motion**:

MOTION by Mr. Wospil, seconded by Dr. Williams, that the Board approve TIP Action NJ10-58, NJDOT's request to amend the FY2010-2013 TIP for New Jersey by adding a new project to the TIP, Route 47, Howard Street To South of High Street Resurfacing (DB# 10337), and programming \$2,570,000 STP for construction in FY11.

3. FY 2012 Pennsylvania Job Access and Reverse Commute Grant Program – Project Recommendations and TIP Commitment

Joseph Hacker, DVRPC Manager, Office of Transit, Bicycle, and Pedestrian Planning explained to the Board that under SAFETEA-LU regulations, the Job Access and Reverse Commute (JARC) grant program is a component of a Coordinated Human Services Transportation Planning (CHSTP) process. The Southeastern Pennsylvania Transportation Authority (SEPTA) is the Governor's designated recipient for the JARC program. Local non profit agencies, municipalities, as well as other transportation providers, are eligible sub-recipients. SEPTA will work with all potential sub-recipients to develop full applications to the Federal Transit Administration (FTA).

FTA regulations require metropolitan planning organizations (MPOs) to conduct a "fair and equitable" selection process consistent with the adopted regional Coordinated Human Services Transportation Plan. This includes plan updates, outreach, ranking and recommendation of project applicants, and adding projects to the regional Transportation Improvement Program (TIP), pending grant approvals. Rating criteria include objectives from the Pennsylvania Department of Transportation (PennDOT) uniform state-wide application, and regional priorities including additional external funding (sustainability) and the cost per user. The selected projects (distributed to the Board) listed in ranked order, to accommodate changes in funding levels, and include a project qualifying in the "small-urban" category (to be forwarded directly to PennDOT for funding consideration).

The JARC grant program is intended to help fund transportation services and supportive activities that facilitate access to jobs for welfare recipients and lower

income persons, as well as reverse commute trips for the general population. The FY12 JARC program, which is allocated by a federal formula, provides \$2,154,945 of FTA funds. PennDOT is providing overmatching funds of \$4,258,741 for a total southeastern Pennsylvania program of \$6,413,686.

Following project solicitation in November 2010, DVRPC received 35 JARC sub-recipient applications. Staff reviewed the materials, added match and cost per rider scores, performed Environmental Justice evaluations, and then forwarded the submissions to the Pennsylvania selection sub-committee, established by the Board for previous rounds of the CHSTP program, for their review. The selection committee met on January 28, 2011 and recommends 28 JARC applications to be forwarded to PennDOT. Additionally, one JARC small urban application will be forwarded to PennDOT. The committee recommends that selected JARC projects be funded for fiscal year FY 2012. The projects, tables and a map a map of service distribution was distributed to the Board.

Commissioner Diane Ellis-Marseglia suggested that a letter of recommendation from DVRPC be forwarded to PennDOT for the selected applicants.

Barry Seymour, DVRPC Executive Director, responded that this could be done.

Favorable recommendation was received from the PCC/RTC.

The RCC also recommended approval, however, notes that federal and state funding for this project needs to be increased, rather than funding projects related to single occupancy vehicles.

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

MOTION by Mr. Mosca, seconded by Ms. Manbeck, that the Board approves the project recommendations for JARC Urban applications and the Small-Urban application funding; approves modification of the TIP, JARC program (MPMS# 60629) for FY12, \$6,413,686 (\$2,154,945 FTA / \$4,258,741 PA state match); and further should additional funding become available, every effort will be made to fund additional JARC projects.

4. **Data Sharing Memorandum of Understanding (MOU) Between DVRPC and PennDOT**

Stanley Platt, DVRPC Manager, Office of Transportation Operations Management, explained to the Board that DVRPC's Regional Integrated Multi-modal Information Sharing (RIMIS) system is an information exchange network enabling regional transportation agencies, county 911 call centers, and local police and fire

responders to share information about highway crashes, construction and maintenance activities, and other events that impact traffic flow. PennDOT's Road Condition Reporting System (RCRS) is the statewide database used by PennDOT traffic management centers to enter incident and construction information. RCRS information is generally restricted to internal PennDOT use, some real-time information is made available to the public by 511PA. DVRPC intends to construct a data interface, pulling all RCRS information into RIMIS and thereby making the full data accessible to regional and local agencies.

PennDOT is concerned about how its traffic video and RCRS real-time traffic data might be used by traffic reporting services and other information service providers. To mitigate these concerns, a standard Data Sharing Agreement was developed by PennDOT and the Attorney General's Office. Even though the MOU is targeted to the private sector, any outside entity who wants access to PennDOT's traffic information must sign the MOU.

DVRPC staff and legal counsel have reviewed the MOU and identified provisions where RIMIS does not conform to MOU provisions. PennDOT acknowledges DVRPC intends to use traffic information in a different manner than the MOU's target audience; therefore, at PennDOT's request, these differences are documented in an attachment incorporated in the MOU.

After favorable recommendation was received from the PCC/RTC and the RCC, the Board unanimously adopted the following **motion**:

MOTION by Mr. Pickett, seconded by Mr. Mosca, that the Board authorize the DVRPC Executive Director to execute a Data Sharing Memorandum of Understanding (MOU) between DVRPC and PennDOT.

5. Pennsylvania Infrastructure Investment Authority (PENNVEST) Funding Requests in Chester and Bucks Counties

Patty Elkis, DVRPC Associate Director, Planning Division, Comprehensive Planning Unit, explained to the Board that PENNVEST is an independent agency of the Commonwealth of Pennsylvania managed by a 13-member Board of Directors and chaired by the Governor, which provides funding for drinking water, wastewater treatment, stormwater management and brownfield assessments and remediation projects. The Program provides long-term loans through a revolving loan fund to municipalities, authorities and some private entities at below-market interest rates, as well as some grants. PENNVEST has forwarded two applications to DVRPC, one from Chester County and one from Bucks County, to review for consistency with the long range plan *Connections - The Regional Plan for a Sustainable Future*. The applications are as follows:

Chester County

Chester County Conservation District – Mushroom/Dairy Agricultural BMPs. This project proposes to install certain Best Management Practices (BMPs) to address high levels of nutrient impairments on farms in the White Clay, Brandywine, Christina and Octoraro watersheds. The White Clay Watershed is a National Wild and Scenic River and of Exceptional Value (EV) quality. The greater Brandywine-Christina watershed (which the White Clay is a part of) flows through Pennsylvania and Delaware and serves as the drinking water source for the City of Wilmington, Delaware. The Octororo Creek is a headwater tributary to the upper Chesapeake Bay.

The Chester County Conservation District is requesting \$1,505,664 to install five waste water collection systems, three waste water storage facilities, one wastewater treatment system, one heavy use protection area, two manure storage facilities and two waste transfer line systems in 13 mushroom and dairy farms. For the mushroom farms, installation of the collection and treatment systems is designed to capture up to 3305 lb/yr nitrogen, 265 lb/yr phosphorus, 14,700 lb/year potassium, and 45,522 lb/year total dissolved solids.

Reduction in nutrients and total dissolved solids to waterways will improve water quality for both aquatic life and for people, as the waterways are drinking water sources. These BMPs not only improve water quality to local waterways, it also assists the operators in recycling resources and reducing odor from waste water through aeration.

Bucks County

Bucks County Conservation District – Equine Water Quality Improvement Project. This project proposes to improve water quality by reducing nutrient and sediment laden runoff from equine operations through the installation of numerous Best Management Practices (BMPs). The Bucks County Conservation District is requesting \$129,406 to install BMPs at Water Stream Farm, located in Northampton Township, and at Village Farm, located in Middletown Township. The BMPs at Water Stream Farm aim to stabilize the discharge from a stormwater pipe that creates a severe gully through the farm. At Village Farm, which currently has no runoff controls in place, the project aims to install a Waste Storage Facility for the manure from the farm's 64 horses. Village Farm is located adjacent to Core Creek County Park.

Farming is an important industry in Chester County, providing a significant number of jobs and generating significant revenue. Mushroom farming in particular is a significant economic sector, since Chester County is the largest producer of mushrooms in the United States. The Bucks County application explains that

Pennsylvania's horse population is now the highest in the nation, surpassing Kentucky. Horse farms are regulated like traditional farms under Pennsylvania's Nutrient Management Law, and both Chapter 102 and 105 of the PA Clean Streams Law. Yet, equine operations are ineligible for conservation cost assistance under the NRCS unless they are a breeding facility, and many horse farms do not breed. At the same time, equine operations can have severe environmental resource concerns, and many horse owners do not have a farm background and lack a focus on agricultural conservation practices.

Both of these applications serve farms located in Rural Conservation Areas, in areas undergoing future growth, and in existing developed areas surrounded by residential development. In all cases, the proposed BMPs are designed to improve water quality for people and aquatic life, and to improve the efficiency of farmers' operations.

Both applications are consistent with *Connections* goals:

- Manage Stormwater and Improve Water Quality
- Increase Local Food Production and Distribution
- Support and Promote the Growth of Key Economic Sectors (i.e. mushroom industry)

These applications are therefore consistent with *Connections – the Regional Plan for a Sustainable Future*.

After favorable recommendation was received from the PCC/RTC and the RCC, the Board unanimously adopted the following **motion**:

MOTION by Ms. Manbeck, seconded by Ms. Ellis-Marseglia, that the Board authorize the Executive Director to send a letter notifying PENNVEST that the funding applications in Chester and Bucks counties are consistent with the *Connections – The Regional Plan for a Sustainable Future*.

6. Transportation Management Association Assistance Grant and Mobility Alternatives Program Grant Applications

a. FY 2012 Mobility Alternatives Program Work Programs

Sarah Oaks, DVRPC Senior Transportation Planner, Marketing and Commuter Services, explained to the Board that the Mobility Alternatives Program (MAP) was initiated in 1995 in response to the need for measures to reduce highway congestion, including businesses, schools, and other organizations on a voluntary basis. There are currently five Transportation Management

Association's (TMAs) involved in MAP: the Bucks County, Chester County, Delaware County, Greater Valley Forge, and Partnership TMAs, along with the City of Philadelphia (through the Clean Air Council) and SEPTA. Efforts of the contractors are directed to highly congested corridors within their service areas. Work includes outreach to employers, assistance in developing Travel Demand Management (TDM) strategies for employer use, promotion of the Share-A-Ride and Emergency Ride Home programs, and participation in outreach for the Air Quality Partnership.

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. At PennDOT's request, the DVRPC Board has been asked to review and approve the individual applications.

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 program marketing efforts. The total 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.

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

After favorable recommendation was received from the PCC/RTC and the RCC, the Board unanimously adopted the following **motion**:

MOTION by Ms. Ellis-Marseglia, seconded by Mr. Mosca, that the Board approve and forward to PennDOT for their approval the FY 2012 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).

b. FY 2012 PennDOT Transportation Management Assistance Grant Program Work Programs

Ms. Oaks explained to the Board that PennDOT has annually funded Transportation Management Association (TMA) activities for selected TMAs since 1992. This program was developed to provide operating assistance to these public-private partnerships to support their travel demand management promotional work as a means to mitigate traffic congestion and improve regional air quality. This is an ongoing program, renewable annually. PennDOT requested that DVRPC assume joint oversight of work program development and execution in FY 2002.

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 central Philadelphia. As part of their assistance grants, each suburban TMA undertakes generally similar work. The Central Philadelphia TMA's work program is tailored to the particular transportation needs of Center City. The individual Work Programs, in the attached packet, give a description of the work each of them 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, SEPTA, and PennDOT.

The maximum allowable grant is \$192,000 per TMA, and each TMA has applied for that amount. The total application package totals \$1,152,000 (\$921,600 CMAQ, \$230,400 local match). A review of each application indicates each applicant is able to meet their match requirement.

Draft work programs for each applicant were released for comment in February. Comments received by the closing date of February 18 were incorporated and the final documents are now ready for approval. The TMA work programs were made available to the Board members via email and copies were made available at the March Board Meeting.

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

John Pickett, Delaware County, stated that the MOU has a right-to-know addendum and inquired that in lieu of some right-to-know issues questioned from the February Board meeting it there would be any issue with this MOU.

Thomas Jennings, Pennsylvania Co-Counsel, responded that the right-to-know standard rider which PennDOT submitted with the MOU accompanies grievances of all kinds and DVRPC would be under that umbrella.

After favorable recommendation was received from the PCC/RTC and the RCC, the Board unanimously adopted the following **motion**:

MOTION by Mr. Mosca, seconded by Ms. Manbeck, that the Board approve and forward to PennDOT for their approval the FY 2012 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).

7. One Minute Reports

Board Members and Alternates were invited to report activities within their counties/agencies.

Commissioner Louis Cappelli, Camden County, reported that after a meeting with the New Jersey Department of Transportation Commissioner and Barry Seymour the Missing Moves and Direct Link Project for 295 is back on track. Commissioner Cappelli thanked DVRPC and NJDOT.

Thomas Wospil, New Jersey Department of Transportation, report that the FY 2012 Capital Program Development is underway. An agreement has been reach on this program and a public announcement will be made by the Governor today about its release. This \$3.5 billion program is similar to last year's.

James Mosca, PennDOT, reported that the 2013 TIP is approaching fast and on April 12, 2011 in Harrisburg a meeting of the MPO and planning partners will meet to discuss the kick off for the 2013 program.

Camille Otto, Federal Highway Administration, Pennsylvania Division, reported that the highway fund extension has been approved through the end of the Fiscal Year, September 30, 2011. In Pennsylvania, the Program Development team is renewing the purpose and need in connection with linking planning and NEPA.

Byron Comati, SEPTA, reported that on April 1, 2011, at SEPTA, there will be an opportunity to hear about the status of the Fare Technology Improvements Project.

Commissioner Joseph Hoeffel, Montgomery County, acknowledged SEPTA's leadership for the completion of the interstate bus service at the Norristown Transportation Center.

Louis Milan, New Jersey Transit, reported that on April 5, 2011, New Jersey Transit will hold a Public Open House at the Camden County College for the Route 55/42/676 Transit Alternative Analysis (formerly known as the South Jersey BRT). Mr. Milan made an announcement flyer available for the Board.

Barbara Holcomb, DRPA, commented that during her tenure at DRPA she has been working specifically on transportation and security grants and, if chosen as the DVRPC representative, is looking forward to a working relationship with DVRPC.

Toni Crawford Major, Pennsylvania Department of Community and Economic Development, reported that a ground breaking ceremony will be held on March 25, 2011 for the new Shop Rite being constructed at the site where the Tasty Cake building stood in Northeast Philadelphia.

8. SEPTA Sustainability Program Plan

Erik Johanson, SEPTA, presented to the Board SEPTA's Sustainability Program Plan (Plan). The Plan examines sustainability as a comprehensive corporate strategy within SEPTA. The comprehensive approach looks at sustainability at SEPTA and sustainability in the region along three pillars; economic, social and environmental.

Mr. Johanson then explained the 12 metrics of the goals and initiatives for the three focus areas (environmental, social, and economic).

Mr. Johanson talked about some of the early achievements of the programming efforts as being: (1) the Wayside Energy Storage Project; (2) SEPTA was awarded the Energy Star for 2010 from EPA Headquarters; (3) the first LEED-Silver Railroad Station; and (4) the National Resources Defense Council named Philadelphia a Smarter City recognizing transits connection with public health.

In conclusion, Mr. Johanson mentioned some implementation strategies. SEPTA has recently been accepted to the Federal Transit Administration Training Program to implement an environmental management system (EMS), better employee communication participation, industry benchmarking, and stakeholder outreach.

9. Implementing Connections: the Benefits for Greater Philadelphia

Michael Boyer, DVRPC Manager, Office of Long-Range Planning and Economic Coordination, presented to the Board an analysis which compares the benefits in the year 2035 of an implemented Plan scenario, based on *Connections*, with a Trend scenario that continues the region's business-as-usual development practices. The following categories were examined for comparison between the Plan and the Trend: (1) centers and transit accessibility; (2) supportive infrastructure cost; (3) building an energy-efficient economy; and (4) modernizing the transportation system.

The full report *Implementing Connections: The Benefits for Greater Philadelphia* was distributed to the board.

10. Executive Director's Report

a. Congressional Listening Session

Mr. Seymour reported that on March 25, 2011 he would be participating in a Congressional Listening Session. He has also been invited to testify on how the region works and the need for more flexibility and funding.

b. Greater Valley Forge Transportation Management Association Presentation

Mr. Seymour reported that he had given a presentation to the Greater Valley Forge Transportation Management Association.

c. I-95 Workshop

A very broad I-95 Workshop at PennDOT, District 6 started on March 22, 2011 and is being held until March 24. PennDOT has engaged a team of consultants to look comprehensively at I-95 in terms of design, construction, scheduling, community impact, etc. The consultants have been invited to give the DVRPC Board a presentation on that subject at the regular May Board meeting.

d. Health Promotion Council Forum

Mr. Seymour reported that on April 4, 2011 the Health Promotion Council Forum will be holding a session on connecting Philadelphia's Food System movement. Approximately 150 individuals will be attending.

e. New Jersey TransAction Conference

The New Jersey TransAction Conference is scheduled for April 6, 7, and 8, 2011. A number of DVRPC staff have been invited to participate in those sessions. Mr. Seymour himself will be in a session with the North Jersey MPO to discuss transportation planning in New Jersey.

f. Pennsylvania Planning Partners Meeting

DVRPC will be attending the Pennsylvania Planning Partners Meeting on April 12, 2011.

f. Policy Analysis Committee

Mr. Seymour reported that a Board Policy Analysis Committee Meeting is scheduled for May 5, 2011. The agenda will include: regional transportation funding issues, options and impacts; community livability and transportation investments; regional housing issues; and an update on the Regional Citizens Committee activities.

g. National Association of Regional Councils (NARC) Conference in Philadelphia

NARC has asked if DVRPC would be interested in being a host for their 2013 national conference. Over 500 attendees usually attend these annual conferences from throughout the country. Mr. Seymour commented that this offers our region a good opportunity to highlight the work we do in this region. The DVRPC staff would be involved in organizing the conference as well as working with NARC in identifying local sponsors.

11. Regional Citizens Committee (RCC) Report

Aissia Richardson, RCC Chair, reported the activities from the RCC Meeting of March 15, 2011.

Ms. Richardson thanked Mr. Seymour and the DVRPC staff for their assistance with the geographic diversification of the RCC. Also, Jim Richardson has developed a *RCC New Idea, Resolution, or Work Program Worksheet* for the RCC to use for suggestions/recommendations to the committee.

Ms. Richardson also asked for Board feedback on the *Rails to Trails Resolution* submitted at the February 24, 2011 Board meeting.

Mr. Seymour responded that the specific rails to trails project (Pennypack Trail) referenced in the RCC's resolution has some issues in terms of alignment and use

and the Board is not prepared to give a yes or no endorsement at this time. These issues will need to be evaluated in the context of the upcoming DVRPC Regional Trail Program. The specific Pennypack Trail project will be examined in that context and the results will be reported to the RCC.

Ms. Richardson announced that Henry Droughter from the Federal Highway Administration will present: *The Federal Certification Process for the MPO - Diversity and Inclusion* at the April 19, 2011 RCC Meeting.

In conclusion, Ms. Richardson announced that in an effort to educate the public on specific DVRPC programs and projects, a series of public meetings are being held. There will be one at Franklin Commons in Phoenixville on March 29, 2011. Patty Elkis, DVRPC Associate Director, Planning Division, Comprehensive Planning Unit, will present *The Economic Value of Open Space* at that meeting.

12. Committee Reports

The following committee highlights were distributed to the Board for their review: (1) Planning Coordinating Committee/Regional Transportation Committee; (2) Transportation Operations Task Force; (3) Information Resources Exchange Group; (4) Regional Community and Economic Development Forum; and (5) Regional Aviation Committee.

OLD BUSINESS

No new business was stated.

NEW BUSINESS

No new business was stated.

There being no further business, the meeting was adjourned at 12:01 p.m.

Attachments:

- (1) PCC/RTC Recommendations for March 24, 2011
- (2) RCC Recommendations for March 24, 2011

Additional Documents Distributed to the Board:

- (1) Alert, March 2011

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