

**DELAWARE VALLEY REGIONAL PLANNING COMMISSION**

**BOARD COMMITTEE**

Minutes of Meeting of January 23, 2014

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

(not represented)  
James Simpson  
Dave Kuhn

Pennsylvania Department of Transportation

Thomas Wospil  
James Ritzman  
James Mosca

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

Amy Herbold  
Karen Stokes  
Christopher Sullivan  
Diane Ellis-Marseglia  
Lynn Bush

Chester County

Terence Farrell  
Ronald Bailey

Delaware County  
Montgomery County

John McBlain  
Leslie Richards  
Jody Holton

Burlington County  
Camden County  
Gloucester County  
Mercer County  
City of Chester  
City of Philadelphia  
City of Camden  
City of Trenton

(not represented)  
(not represented)  
Richard Westergaard  
Donna Lewis  
(not represented)  
Andrew Stober  
Edward Williams  
(not represented)

Non-Voting Members

Federal Highway Administration  
New Jersey Division  
Pennsylvania Division

Calvin Edghill  
Jonathan Crum

U.S. Department of Housing and Urban Development, Region III	(not represented)
U.S. Environmental Protection Agency, Region II	(not represented)
U.S. Environmental Protection Agency, Region III	(not represented)
Federal Transit Administration, Region III	Brigid Hynes-Cherin
Southeastern Pennsylvania Transportation Authority	Byron Comati
New Jersey Transit Corporation	(not represented)
New Jersey Department of Environmental Protection	(not represented)
Pennsylvania Department of Environmental Protection	Cosmo Servidio
Delaware River Port Authority	(not represented)
Port Authority Transit Corporation	(not represented)
New Jersey Office of Planning Advocacy	(not represented)
Pennsylvania Department of Community and Economic Development	Lisa Worden

DVRPC Co-Counsel

Pennsylvania Co-Counsel	Frederick D. Strober
New Jersey Co-Counsel	Thomas Coleman

DVRPC Staff: Barry J. Seymour, Richard Bickel, John Ward, Patty Elkis, Paul Smith, Chris Puchalsky, Candy Snyder, Elisabeth Schoonmaker, Rick Murphy, Kwan Hui, Taghi Ozbeki, Karin Morris, Thomas McGovern, John Griffies, Jane Meconi, Brett Fusco, Jesse Buerk, Kevin Murphy, Mike Boyer, Betsey Mastaglio, and Renee Wise.

Guests

Pennsylvania State Transportation Commission	Frederic Wentz
Pennsylvania Department of Community and Economic Development	Alan J. Randzin
Citizen of Bucks County	Sue Herman
Philadelphia Inquirer	Paul Nussbaum

**1. DISCUSSION ITEM**

**One Minute Reports**

Brigid Hynes-Cherin, FTA, Region III, reported that there is some staff reorganization taking place and that there will be a new Administrator taking over.

Terence Farrell, Chester County, reported that phase two of the Chester Valley trail is opening. The trail goes from West Whiteland to roughly 10 miles east. There were plans

to have a “soft opening” on January 21<sup>st</sup> but with the snow the opening has been postponed.

Andrew Stober, City of Philadelphia, reported that he attended the Transportation Research Board Conference earlier in the month. There were great presentations in the panel sessions and poster sessions. The region was well represented on both sides of the river.

Chair Simpson thanked everyone and welcomed Frederic Wentz of the Pennsylvania State Transportation Commission (STC).

Mr. Wentz explained that the STC is a 15-member Board, chaired by the Secretary of Transportation, and made up of four members from the General Assembly, and 10 members appointed by the Governor and confirmed by the Senate. The STC acts as a Board of Directors to PennDOT, charged with evaluating the transportation system in Pennsylvania and with passing and approving a 12 Year Plan that is fiscally constrained and can be processed. The STC carefully considers the TIPs of 23 MPOs, including DVRPC. Mr. Wentz noted that though there is the assumption that with the Pennsylvania Transportation Funding Bill there will be instant expansion in the transportation system, that is not the case; instead the region must play catch up.

Since 1970, when the STC was formed, hearings were held all over Pennsylvania every other year and the STC would receive a lot of input from the public. For the past several years the STC has not gotten public input and instead professionals were paid to tell the STC about needs about which they were already aware. The Legislation says that the STC should have public input and DVRPC does go out and see what the people want. Mr. Wentz noted that he had been asked to come to DVRPC and listen and to report back to the STC what DVRPC is thinking and what the organization believes the public needs.

### **Call to Order - Chair’s Comments**

Chair James Simpson called the meeting to order at 10:13 a.m. and inquired whether there was any press in the room and whether anyone was recording the meeting.

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

No public comments were stated.

## **2. Minutes of Meeting of December 12, 2013**

A **motion** was made by Ms. Richards, seconded by Mr. Ritzman, to approve the minutes of December 12, 2013.

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

Elizabeth Schoonmaker, DVRPC Capital Program Manager, presented the following TIP actions to the Board.

#### **3a. NJ14-09: Mercer County Signal Project, CR 533, (DB# D0702), Mercer County**

Mercer County has requested that DVRPC amend the FY2014 - 2017 TIP for New Jersey by adding the Mercer County Signal Project, CR 533, (DB# D0702) project back into the TIP by programming a \$155,000 STP-STU Design phase in FY14 and by adding construction in FY20 in the amount of \$3,500,000 STP-STU.

This project was on a previous TIP but was not authorized, and there is an increase in design cost. The increase in design funding is due to a geometric change to the southeast corner of Whitehorse-Mercerville Rd./Klockner Rd. intersection, a redesign of a traffic signal at one intersection, a major redesign of traffic signal layouts at four signalized intersections, incorporation of pan-tilt-zoom surveillance cameras at four additional locations, incorporation of video feeds from stop line image vehicle detectors into the signal system, and additional coordination meetings with County personnel and design for integration of the signal system server with the County's network at the Dempster Training Facility that was not originally contemplated in the design.

Funding for this project will provide the development of operations plans and signal timing plans in an effort to improve traffic signal coordination for 21 existing signalized intersections on CR 533 in Mercer County from the Whitehorse Circle to Nassau Park Boulevard. The plans will address the management of traffic under both peak-period conditions as well as off-peak conditions and will be consistent with the Delaware Valley Regional ITS Architecture.

Financial constraint will be maintained by making adjustments to other existing TIP projects whose schedules or costs have changed, or by using additional obligation authority made available to DVRPC by NJDOT, or by using funds that were de-obligated from a previous TIP project. All projects listed contribute to fiscal constraint.

Favorable recommendation was received from the Regional Technical Committee.

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

**MOTION** by Mr. Williams, seconded by Mr. McBlain, that the Board approve the following TIP action:

NJ14-09, Mercer County's request that DVRPC amend the FY2014-2017 TIP for New Jersey by adding the Mercer County Signal Project, CR 533, (DB# D0702) project back into the TIP by programming a \$155,000 STP-STU Design phase in FY14 and by adding construction in FY20 in the amount of \$3,500,000 STP-STU.

**3b. PA13-62: I-95/Turnpike Interchange Section D10, (MPMS# 95439), Bucks County**

PennDOT has requested that DVRPC amend the FY2013 - 2016 TIP for Pennsylvania by adding a breakout project, I-95/Turnpike Interchange Section D10, (MPMS# 95439), to the TIP in the amount of \$155,189,135. A total of \$135,189,135 is in the First Four Years (FY14: \$30,000,000 SPIKE-NHPP/ \$1,189,135 SXF (earmark)/ \$54,000,000 Turnpike for construction/ FY15: \$30,000,000 SPIKE-NHPP for construction/ FY16: \$20,000,000 SPIKE-NHPP for construction), and there is an addition of \$20,000,000 SPIKE-NHPP in FY17 for construction, which is in the Later Fiscal Years (LFY).

This request is to transfer the funds required for the construction of Section D10 (\$155,189,135) from MPMS# 13347 (the full Stage 1 project) to MPMS# 95439 to allow for letting and construction of this project.

The I-95/Pennsylvania Turnpike Interchange Project Construction Contract D10 includes the widening and reconstruction of the mainline Pennsylvania Turnpike in Bristol Township, Bucks County, from a point approximately 100 feet west of the I-95 overpass (approximate I-276 Milepost 355.7 near Durham Road) to a point 500 feet west of the Delaware River Bridge Toll Plaza (approximate I-276 Milepost 358.2).

Overall, Stage 1 work along the turnpike mainline includes full depth pavement reconstruction and overlay, pavement markings, signing, stormwater management facilities, erosion and sedimentation control measures, new bridges, bridge substructure units, sound walls, retaining walls, bridge rehabilitations, culvert extensions, sign structures, removal of existing bridges, bridge approach slabs, guiderail, sanitary sewer work, CCTV, highway lighting, stream mitigation, and drainage. The project also includes roadway improvements along PA 413 from Segment 0101 Offset 1378 to Segment 0101 Offset 2703 and PA 2049 from Segment 0040 Offset 0000 to Segment 0040 Offset 1212. Work includes traffic signals, pavement reconstruction, concrete curb, design-build pedestrian ramps, guiderail, drainage facilities, utility relocation, and other miscellaneous construction.

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

Favorable recommendation was received from the Regional Technical Committee.

Leslie Richards, Montgomery County, commented that there has been work taking place on this project for over 10 years. Getting the interchange built is very important, as well as the widening. This is the only part of I-95 that is missing from Florida up through Maine so that once it is built an individual can get on I-95 and travel the United States. Ms. Richards noted that she is very happy to see this part of the project moving forward.

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

**MOTION** by Ms. Richards, seconded by Ms. Marseglia, that the Board approve the following TIP action:

PA13-62, PennDOT's request that DVRPC amend the FY2013 - 2016 TIP for Pennsylvania by adding a breakout project, I-95/Turnpike Interchange Section D10, (MPMS# 95439), to the TIP in the amount of \$155,189,135 (FY14: \$30,000,000 SPIKE-NHPP/ \$1,189,135 SXF (earmark)/ \$54,000,000 Turnpike for construction/ FY15: \$30,000,000 SPIKE-NHPP for construction/ FY16: \$20,000,000 SPIKE-NHPP for construction/ LFY17: \$20,000,000 SPIKE-NHPP for construction).

#### **4. Fiscal 2014 Work Program Amendment**

##### **a. FY2014 Work Program Amendment: I-95 Planning Assistance**

John Ward, DVRPC Deputy Planning Director, explained that I-95 is a critical piece of the region's transportation network, in terms of both interstate and local traffic. A major reconstruction/restoration project has been started in Sector A, the portion of I-95 in Philadelphia from I-676 to Bucks County. These improvements are estimated to require an investment of over \$2 Billion and will be phased over several years with completion anticipated sometime between 2024 and 2030.

PennDOT has requested that DVRPC provide assistance with ongoing planning, technical, and coordination activities for this project. This proposed Work Program Amendment provides for assistance to PennDOT District 6 to support implementation of the I-95 reconstruction projects. DVRPC will be "on call" for quick-turnaround analysis or data collection tasks in support of specific and timely I-95 project planning needs. Tasks will include data collection, mapping and Geographic Information Systems (GIS) support, general research as needed, and stakeholder coordination. Subject areas will include assistance in implementing strategies for congestion mitigation, transit

improvements, environmental mitigation, historic preservation, freight movement, bicycle/pedestrian issues, and Transportation Management Association coordination. District 6 has limited planning staff, while DVRPC planning staff has significant experience in the needed planning, technical, and coordination activities.

This work builds on work that DVRPC has already been providing related to the implementation of required Congestion Management Process supplemental strategies.

Favorable recommendation was received from the Regional Technical Committee.

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

The DVRPC FY 2014 Unified Planning Work Program to include the I-95 Planning Assistance project. Further, modify the FY 2013 TIP for PA as needed, and reduce MPMS #76972 (PA Local Scoping) in FY 2014 as the source of funding.

#### **5. Adoption of DVRPC Fiscal Year 2015 Unified Planning Work Program**

Barry Seymour, DVRPC Executive Director, explained to the Board that DVRPC has been putting together the Unified Planning Work Program (UPWP) over the last several months and that DVRPC has accommodated priorities from member governments. The funding in the UPWP is broken out and one portion represents the federal formula funding, via the states, and makes up roughly 38 percent of the budget. This funding changes slightly year to year. For example, there was a small reduction on the New Jersey side because last year DVRPC received a one-time bump in funding. Pennsylvania has reworked their statewide distribution formula, so DVRPC's state highway planning money and state match from PennDOT went down and transit funding went up, therefore the funding evened out.

DVRPC was able to maintain the Pass Through Program to the counties, which represents about 27 percent of the UPWP. The State Highway Planning, State Transit Planning, and Transportation and Community Development Initiative (TCDI), which provides planning grants to counties and local governments, are part of the Pass Through Program. The TCDI program runs every two to three years and is coming up in next year's UPWP. Other examples of continuing programs in the UPWP are the regional GIS support, and local scoping.

The bulk of the UPWP are the 26 program areas. DVRPC has updated or modified the UPWP with new or continuing tasks. Some of the new projects include the Highway Safety Improvement Program Design Assistance (beginning this year), the I-95 Planning Assistance Program, Roosevelt Blvd –operational strategies, and work with

PennDOT and Montgomery County to reconfigure lanes, maximize efficiencies, and explore economic opportunities where I-76 meets the turnpike and Route 422. Some projects in the UPWP that pull funding from the TIP, that are non-recurring, include aerial photography, which is done every five years, the Travel simulation model, TCDI, and RIMIS, which is tying operations together across both states and modes. Mr. Seymour noted that the projects identified in the UPWP have been out for public comment.

John Griffies, DVRPC Contracts and Purchasing Manager, explained the comment period and noted that there were no public comments, however, some were received from planning partners. During the month of February DVRPC staff will look to make changes to the Work Program and a final Work Program will be available sometime in March.

The Fiscal Year 2015 Unified Planning Work Program (UPWP) consists of: (1) DVRPC's Regular Work Program, (2) Supportive Regional Highway Planning Program (SRHPP), and (3) Transit Support Program (TSP). The Planning Work Program reflects the policy direction provided by the Board's Planning Work Program Committee and the input from member governments, operating agencies and other regional organizations.

To support certain projects the Board has selected for the DVRPC FY2015 UPWP, the following TIP Actions will need to be made to the FY2014 TIP for New Jersey and the FY2013 TIP for Pennsylvania. The source of funds for projects in New Jersey and Pennsylvania will be obtained by making adjustments to other existing TIP projects whose schedules or costs have changed.

TIP Action NJ14-12: FY2015 UPWP Projects Funded by NJ FY14 TIP Funds

- New Jersey Local Concept Development Administration (Increase)		
(X30A) (\$100,000 Federal)		\$30,000
- RIMIS (Decrease)		
(01300) (\$233,375 Federal)		(\$12,625)
- Update Travel Simulation Model (Increase)		
(X30A) (\$185,600 Federal)		\$14,500
- Aerial Photography (Increase)		
(X30A) (\$322,500 Federal)		\$70,950
	<b>Total</b>	<b>\$102,825</b>
	Federal	\$102,825



TIP Action PA13-64: FY2015 UPWP Projects Funded by PA FY13 TIP Funds

- PA CMAQ Project Engineering/Management (Decrease) (MPMS #66461) (\$88,000 CMAQ/\$22,000 State)	(\$111,000)
- PA TE Project Engineering/Management (Increase) (MPMS #66460) (\$432,000 TBD/\$108,000 TBD)	\$100,000
- RIMIS (Decrease) (MPMS #72738) (\$560,100 CMAQ/\$140,025 State)	(\$30,900)
- Roosevelt Boulevard Operational Strategies (Add New Project to the TIP) (MPMS #TBD) (\$180,000 TBD)	\$180,000
- I-76 in Upper Merion Twp. Lane Reconf. Study (Add New Project to the TIP) (MPMS # TBD)(\$140,000 TBD)	\$140,000
- PA Turnpike Reinvestment Study, Phase II (Add New Project to the TIP) (MPMS # TBD)(\$150,000 TBD)	\$150,000
- Update Travel Simulation Model (Decrease) (MPMS # 86077)(\$454,400 Federal)	(\$415,600)
- Aerial Photography (Increase) (MPMS # 48203)(\$427,500 TBD)	\$427,500
	<b>Total</b>
	<b><u>\$440,000</u></b>
	Federal \$440,000

Note that "TBD" is a fund source that is "To Be Determined."

Dave Kuhn, NJDOT, questioned whether the funding listed in Table B as "Highway Planning" and "Transit Planning" is the formula dollars for Highway and Transit. He also asked what is included in the funding listed as "comprehensive" and "other."

Tom McGovern, DVRPC Comptroller and Director of Finance and Administration, responded that the comprehensive planning column represents funds provided by local governments, counties, and cities, for projects that might not be eligible for federal funding, and to supplement projects that are eligible for federal funding to do additional work; those projects are detailed in the table. The column listed as "Other" consists of funding other than formula dollars from the FTA and FHWA for various projects that

come to DVRPC, such as those from the FAA, PADEP for czm work, and TIP funded projects that are not part of the formula allocation. Mr. McGovern noted that anything in the table that is listed as “other” is explained and identified in the Work Program.

Mr. Seymour also noted that under Highway and Transit in the Table B Summary it shows the combined funding for Pennsylvania and New Jersey, however, under contracts, detailed information is submitted to each state and is broken out.

Byron Comati, SEPTA, asked whether the action being taken to adopt the Unified Work Program commits the Board to projects listed in the Work Program beyond the next year.

Chris Puchalsky, DVRPC Associate Director of Systems Planning, responded that the action being taken to adopt the UPWP does not commit the Board to projects beyond one year and that the funding listed and forecast in the UPWP for years beyond FY15 is put there simply to show continuing projects.

Mr. Seymour reiterated that the UPWP is an annual work program and that the contracts are annual contracts. DVRPC has ideas for what the organization would like to do for FY16 and beyond but it will depend on funding next year.

Mr. Comati asked the Board to remember that there is work that needs to continue, such as the Travel Simulation Model, and that the investment in the work is important for the future.

Andrew Stober, City of Philadelphia, asked the value of DVRPC doing aerial photography with the current availability of aerial photography from internet sites.

Patty Elkis, DVRPC Deputy Planning Director, responded that the data from the internet is not dated therefore an individual does not know the accuracy of the information. DVRPC has been conducting aerial photography every five years since 1969 so DVRPC has a good way to track changes over time. Currently New Jersey conducts aerial photography every five years and DVRPC is trying to coordinate with New Jersey so that money can be saved. The aerial photography is important because it documents changes in land use every five years. Additionally, DVRPC will be building footprints and using Lidar data as well.

Mr. Seymour noted that internet sites that provide aerial photography, such as Google Earth, cannot be ortho corrected and therefore cannot be used for GIS.

Mr. Stober asked if this information was sold.

Mr. Seymour responded that yes, the aerial photography is sold though it generates less revenue than in past years. DVRPC has done projects and cost sharing with Universities, NOAA, and FEMA. Engineering firms and others have also bought aerial photography from DVRPC.

Favorable recommendation was received from the Regional Technical Committee.

**MOTION** by Mr. McBlain, seconded by Mr. Farrell, that the Board approve the FY 2015 DVRPC Unified Planning Work Program, authorize the Executive Director to submit applications and documentation as may be required to fund the program and enter into, negotiate and execute all required contracts and agreements by adopting Resolution No. B-FY14-004. Further, approve the actions to amend or modify the FY 2014 TIP for New Jersey and the FY 2013 TIP for Pennsylvania as required.

### **INFORMATION ITEM**

#### **6. New TIP Evaluation Criteria**

Elizabeth Schoonmaker, DVRPC Manager of the Office of Capital Programs, and Brett Fusco, DVRPC Senior Transportation Planner, explained that to help inform the selection process for new projects to be included in the DVRPC PA and NJ Transportation Improvement Programs, DVRPC has been working with its planning partners to update the region's Project Evaluation Criteria for new projects. The proposed universal benefit criteria can be used for projects in both PA and NJ, and for both transit and highway projects. This effort will consider non-major roadway, transit, bike/pedestrian, preservation, operational improvement, freight, and other project types. A working subcommittee of the RTC (PA and NJ members) has identified and weighted nine main benefit criteria: Facility/Asset Condition, Safety, Investment in Centers, Congestion Reduction, Facility/Asset Use, Economic Competitiveness, Multi-modal Bike/Ped Impact, Environmental Justice, and Green Design/Air Quality.

Dave Kuhn, asked if the intention was to apply the new TIP criteria to all projects.

Ms. Schoonmaker responded that this would apply to all new TIP projects. For New Jersey, as DVRPC goes through the project pool, the projects would be run through the criteria to determine priorities.

Mr. Kuhn noted that some things are pure infrastructure projects and would not include other activities therefore; there would be a need to look at that balance.

### **Presentations**

## **7. SEPTA's Capital Improvement Plan: *Catching Up***

Byron Comati, SEPTA's Director of Strategic Planning and Analysis, presented an overview of SEPTA's capital improvement strategy for the coming years. With the recent passage of the Pennsylvania transportation legislation, SEPTA will now have dedicated and growing funding to address their backlog of maintenance needs, as they plan and build for the future.

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

### **a. Board Retreat**

Mr. Seymour called the Board's attention to the graphic notes that were taken at the December 12, 2013 Board Retreat. He thanked everyone for a great event.

### **b. Board Member Handbook**

Mr. Seymour noted the Board Member Handbook that was provided to every Board member at the Board table.

### **c. Annual Report and Weekly Planner**

Mr. Seymour reported that all Board members should have received DVRPC's Annual Report and Weekly Planner by mail and that if they had not, copies are available.

### **d. National Transportation Freight Network**

Mr. Seymour called the Board's attention to a draft letter from the FHWA that includes a call for designation of a national primary freight network. The FHWA is soliciting comments through mid-February. DVRPC has been talking with other major metropolitan areas across the country and the draft letter will provide comments from the perspective of major metro areas. One of the big issues is that Congress has set a limit on the size of the freight network of 27,000 miles and while that looks good on a national scale if you look closer you see gaps and it is hard to detail the freight connections, especially around the ports. The comments are looking to build this from the top down and the bottom up. Mr. Seymour asked the Board to look at this letter and to kindly submit any comments or suggestions to him or to DVRPC's Ted Dahlburg, Manager of the Office of Freight and Aviation Planning.

e. Regional and Center City Travel Trends

Mr. Seymour noted that the reports on Regional and Center City Travel Trends are now available.

f. 2012 Annual Crash Data Bulletin

Mr. Seymour reported that the 2012 Annual Crash Data Bulletin was available and that this year's bulletin focuses on seniors and travel issues related to seniors.

g. Revitalizing Suburban Downtown Retail Districts

Mr. Seymour called the Board's attention to the Revitalizing Suburban Downtown Retail Districts report, which is now available. This report will be presented to the Board soon.

h. Transportation Alternatives Program

Mr. Seymour explained that MAP-21 combined what were formerly the Transportation Enhancement Program and Safe Routes to School Program into the Transportation Alternatives Program (TAP). This program is for smaller non-traditional projects like streetscapes and educational and infrastructure projects. Going forward, New Jersey intends to separate TAP types and Safe Routes to School. Pennsylvania will combine the two programs into a single pot. MAP-21 now requires MPOs to select 50 percent of the value of those projects. This does not change anything for DVRPC in terms of the selection of those projects, as we have always had a cooperative arrangement with our DOTs. TAP has ten eligible categories. DVRPC is proposing to give priority to three of those categories including bicycle and pedestrian, trail, and green infrastructure for stormwater management around transportation projects. As the call for projects comes out in the next months those are the types of projects we will be prioritizing. The money that should be coming to the region through TAP will be about \$10 million. The projects that are proposed will be shown to planning partners and their staff and those projects will be reviewed by the Board in May or June. DVRPC is working to detail the selection criteria and there is a tight timeline for the money. DVRPC is looking for projects that can move quickly and have other funding tied to them. DVRPC will be reaching out to planning partners for project selection.

**9. Committee Reports**

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

(1) Regional Technical Committee

John Ward, DVRPC Deputy Planning Director, reported that two highly informative presentations were given at the RTC. One focused on the Regional and Center City Travel Trends report that was just completed and one focused on the recently completed report on Bicycle and Pedestrian Counting. DVRPC now has the ability to count not only bicycle movements but also pedestrian.

(3) Public Participation Task Force

Candy Snyder, DVRPC Director of Communications and Public Affairs, reported that the Public Participation Task Force met on January 15 and welcomed seven new members to the Task Force. The group now has 28 members and January's meeting brought in 22 of those. There was a presentation from David Cohen from Montgomery County on infrastructure issues in Cheltenham Township and a presentation from Chris Linn of DVRPC on environmental planning projects. The Task Force talked about federal certification and the group will do a self-evaluation of its public participation activities. Additionally, the Task Force has decided to meet every six weeks instead of every two months.

(2) Delaware Valley Goods Movement Task Force

Barry Seymour, DVRPC Executive Director, reported that the Delaware Valley Goods Movement Task Force met on January 17 in a joint meeting with the Transportation Operations Task Force. The meeting was very well attended, with almost 100 attendees, including individuals involved in goods movement, and incident management.

**OLD BUSINESS**

No old business was stated.

**NEW BUSINESS**

There being no further business, the meeting was adjourned at 11:35 a.m. on a **MOTION** by Mr. Ritzman, seconded by Mr. Kuhn.

DVRPC fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. DVRPC public meetings are held in ADA and transit-accessible facilities. Auxiliary services can be provided to individuals who

submit a request at least seven days prior to a meeting. For more information please visit the DVRPC website ([www.dvrpc.org](http://www.dvrpc.org)) or call (215) 238-2871.

I certify that this is a true and correct copy.

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Renee Wise, Recording Secretary