

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

BOARD COMMITTEE

Minutes of Meeting of April 23, 2015

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

Joyce Paul
Dave Kuhn
James Ritzman
James Mosca
Chris Howard
(not represented)
Nedia Ralston
Diane Ellis-Marseglia
Ronald Bailey
Linda Hill
Valerie Arkoosh
Jody Holton
(not represented)
Lou Cappelli
Andrew Levecchia
Richard Westergaard
(not represented)
(not represented)
Andrew Stober
Edward Williams
Diana Rogers

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

Burlington County
Camden County

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

Non-Voting Members

Federal Highway Administration
New Jersey Division

(not represented)

Pennsylvania Division

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	Tony Cho
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	(not represented)
Delaware River Port Authority	Barbara Holcomb
Port Authority Transit Corporation	Ben Cornelius
New Jersey Office of Planning Advocacy	Alan Miller
Pennsylvania Department of Community and Economic Development	(not represented)

DVRPC Co-Counsel

Pennsylvania Co-Counsel	Frederick Strober
New Jersey Co-Counsel	Tom Coleman

DVRPC Staff: Barry J. Seymour, John Ward, Patty Elkis, Paul Smith, Elizabeth Schoonmaker, Alison Hastings, Rick Murphy, Kwan Hui, Taghi Ozbeki, Tom McGovern, Jane Meconi, Elise Turner, Julia Strapp, Rob Graff, Mike Boyer, Brett Fusco, Van Doan, William Laidlaw, Ken Peters, Sandy Clark, Mary Bell, Glen McNichol, Laurie Matkowski, and Renee Wise.

Guests

King of Prussia District	Eric Goldstein
SEPTA	Elizabeth Smith
Pennoni Associates, Inc.	Don Shanis

Call to Order - Chair's Comments

Chair Diane Ellis-Marseglia called the meeting to order at 10:05 a.m. and asked if there was any press in the room or anyone recording the meeting.

Public Comments on Agenda and Non-Agenda Items

No public comments were stated.

Action Items

1. Minutes of Meeting of March 26, 2015

A **motion** was made by Mr. Williams, seconded by Mr. Kuhn, to approve the minutes of March 26, 2015.

2. Transportation Improvement Program (TIP Actions)

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

2a. PA15-37: Passyunk Avenue Drawbridge Over the Schuylkill River, (MPMS #62694), City of Philadelphia

PennDOT has requested that DVRPC modify the FY2015 - 2018 TIP for Pennsylvania by increasing the construction phase of the Passyunk Avenue Drawbridge Over the Schuylkill River (MPMS #62694) project by \$7,502,000 (FY15: \$1,804,000 NHPP/\$1,197,000 STP/\$750,000 State 185, FY16: \$1,804,000 NHPP/\$1,197,000 STP/\$750,000 State 185). The overall construction cost of the project including the increase would be \$35,001,000.

The cost increase to this project is due to additional items being added to the project scope. PennDOT District 6-0 is recommending that the entire structure be painted, which would extend the service life of the structure and provide more efficient construction operation as compared to making structural steel repairs and spot zone painting. The removal of submarine cables, installation of wireless communication/ITS, removal of contaminated materials, additional mobilization, additional structure repairs which include inspection and additional Construction Engineering or Inspection (CENG) are also included in the cost increase.

The City is experiencing continuing problems with the operation of the drawbridge and their ability to confidently open and close the moveable section of the bridge. The Coast Guard mandates, subject to fines, that the bridge be opened for river traffic as required. The current need is for oil deliveries upstream by tug boat operators. Electrical power to operate the drawbridge is provided via a submarine cable. The United States Corps of Engineers (USCOE) is requiring that any replacement of the existing submarine cable be at a depth 15-20 feet lower than current depth. Rather than following the USCOE requirement and facing costs for testing, removal, and disposal of contaminated river material, the District has opted to provide power and communication via a wireless system.

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

Favorable recommendation was received from the Regional Technical Committee.

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

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

PA15-37, PennDOT's request that DVRPC modify the FY2015 - 2018 TIP for Pennsylvania by increasing the construction phase of the Passyunk Avenue Drawbridge Over the Schuylkill River (MPMS #62694) project \$7,502,000 (FY15: \$1,804,000 NHPP/\$1,197,000 STP/\$750,000 State 185, FY16: \$1,804,000 NHPP/\$1,197,000 STP/\$750,000 State 185).

2b. PA15-38: Race Street Connector, (MPMS #92417), City of Philadelphia

The City of Philadelphia has requested that DVRPC amend the FY2015 - 2018 TIP for Pennsylvania by adding this project, Race Street Connector, (MPMS #92417), back in to the TIP for FY15 construction in the amount of \$1,300,000 STU.

The project was originally funded through a PA Community Transportation Initiative (PCTI) grant to the Delaware River Waterfront Corporation (DRWC). PCTI Funding was eventually directed to another project which could obligate in the September 2012 PCTI timeframe due to Race Street Connector project delays including ongoing negotiations with the Delaware River Port Authority (DRPA) and associated delays in obtaining final ROW clearance. As a result, the City requested to move the PCTI funding to MPMS# 92413, Manayunk Bridge Pedestrian Trail which has a cost increase required in order to advance to construction. Since that time, DRWC has continued to negotiate a License Agreement with DRPA that will satisfy PennDOT right of way (ROW) clearance requirements for the Race Street Connector project. That document is now ready to be executed by both parties, and the project could be let for construction in June of 2015 if funding is made available. The City of Philadelphia has requested that the construction phase be added back in to the TIP so that the project can advance.

The project consists of a two way multi-use trail connection to the East Coast Greenway on Delaware Avenue and the construction of streetscape and beautification improvements along the north side of Race Street between 2nd Street and Columbus Boulevard (approximately 900 linear feet) in the City of Philadelphia. Improvements include but are not limited to: pedestrian amenities along the north side of Race Street; a revision to the horizontal geometry of the I-95 on-ramp to reduce speeds and accommodate a sidewalk and crossing for pedestrians; ADA compliant crossings at the 2nd Street and Columbus Boulevard intersections; landscape and lighting improvements consistent with the recently completed Phase 1 (south side of roadway) and the Race Street Pier projects; site furniture, wayfinding and directional signs and screen wall similar to Phase 1; and minor utility and drainage improvements required to accommodate the new roadway geometry and site amenities.

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

Favorable recommendation was received from the Regional Technical Committee.

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

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

PA15-38, the City of Philadelphia's request that DVRPC amend the FY2015 - 2018 TIP for Pennsylvania by adding this project, Race Street Connector, (MPMS #92417), back in to the TIP for FY15 construction in the amount of \$1,300,000 STU.

2c. PA15-39: Statewide Highway-Rail Grade Crossing Program, (Various MPMS #s), Various Counties

PennDOT has requested that DVRPC amend the FY2015 - 2018 TIP for Pennsylvania by adding 13 statewide Highway-Rail Grade Crossing (RRX) projects to the TIP in the amount of \$2,626,000 RRX for construction in FY15, FY16, FY17 and FY18. These are additional funds to the region.

Pennsylvania has received \$6,500,000 to 7,000,000 per year in Highway-Rail Crossing Safety (RRX) funding over the past few years, and is projected to receive approximately \$6,500,000 per year for the foreseeable future. Until recently, these funds were distributed to the Metropolitan Planning Organizations (MPO)/Rural Planning Organizations (RPO) through a formula-based process. Project selection and funding were accomplished by the District Grade Crossing Engineers/Administrators (DGCE/A) in coordination with their Planning organizations, with assistance from the Central Office Grade Crossing Unit (CO GCU) as needed. Numerous concerns with this method were voiced by the Districts and CO staff over the years due to the fact that, in many cases, the funding available through distribution was so small that a full safety project could not be undertaken in many regions. There was also resistance to shift funds between MPOs/RPOs. These factors often left the RRX safety funds unutilized.

Early in 2013, the Federal Highway Administration (FHWA) began sharing with PennDOT the utilization rate of the RRX funding allocated to the state. This showed that Pennsylvania was using approximately 58% of its statewide allocation. Reviewing the data provided for all the states, showed that neighboring states who centrally managed their allocation had a much higher utilization rate (in excess of 90%, in NJ and OH), whereas states that had a decentralized management of the funds similar to PA (i.e. NY, MD) had similar utilization rates—in the 50 to 60% range.

In order to improve the state's utilization rate of the RRX funding, the program was shifted to the Central Office Grade Crossing Unit. It is expected that the benefits of this transfer will include an opportunity to increase Pennsylvania's utilization rate of the RRX funds, more efficiently address the top statewide crossing safety needs, address rail

corridor safety projects in regions that otherwise would not receive enough funding for the projects, and better leverage Railroad contributions to safety projects.

The program funding allocation is split 50% to the Statewide Priority List, which includes the highest hazard location, emergent projects, and corridor safety projects, and 50% to projects with safety concerns not on the statewide list, local concerns, and local railroad concerns not reflected in the highest hazard locations.

Criteria for the use of the statewide priority list is as follows: 1) Funds may only be used on open, public heavy rail (freight and passenger) crossings; 2) the crossing must be identified on the top 25% of the FRA Accident Prediction System statewide; 3) Crossing surface improvement costs cannot exceed 20% of the total project costs; 4) Corridor projects must include one project that falls within the top 25% of the FRA Accident Prediction System statewide; 5) Warning device upgrades must provide a safety benefit and not just reflect a replacement in kind; 6) funds may be used where a crossing falls within the terminus of a highway or bridge project if the crossing meets the top 25% criteria above. Please note that a project utilizing RRX funds may have a crossing which is outside of the top 25% of the FRA Accident Prediction System if it has safety concerns not reflected in the FRA system.

The following are projects selected in the DVRPC region:

- 1) Hillendale Road Grade Crossing project between Fairville Road and Virginia Plaza in Pennsbury Township, Chester County – MPMS #103210. \$191,000 RRX to install a railroad warning device in FY15.
- 2) Fairville Road Grade Crossing between US 1 and Sunny Ridge Lane in Pennsbury Township, Chester County – MPMS #103212. \$212,000 RRX to install railroad warning lights in FY16.
- 3) Bayard Road Grade Crossing between Hillendale Road and Rosedale Road in Kennett Township, Chester County – MPMS #103213. \$225,000 RRX to install railroad warning lights in FY18.
- 4) Hickory Hill Grade Crossing between Hillendale Road and PA 52 in Kennett Township, Chester County – MPMS #103214. \$219,000 RRX to install railroad warning lights in FY17.
- 5) Chambers Road Grade Crossing between Hillendale Road and Baltimore Pike in New Garden Township, Chester County – MPMS #103215. \$208,000 RRX to install railroad warning lights in FY18.

- 6) Jansen Avenue Grade Crossing between PA 291 and Old Tinicum Island Road in Tinicum Township, Delaware County – MPMS #103216. \$273,000 RRX to install railroad warning lights in FY16.
- 7) Main Street Darby Borough between 5th and 7th streets in Darby Borough, Delaware County – MPMS #103217. \$338,000 RRX (FY17: \$150,000 RRX, FY18: 188,000 RRX) for the installation of railroad warning lights.
- 8) Ashton Road Grade Crossing between Tolbut Street and Jenny Place in the City of Philadelphia – MPMS #103218. \$214,000 RRX for the installation of railroad warning lights in FY18.
- 9) Blue Grass Road Grade Crossing between Gregg Street and Welsh Road in the City of Philadelphia – MPMS #103219. \$214,000 RRX for the installation of railroad warning lights in FY18.
- 10) SR 2093 Railroad LED Lights at four locations in Buckingham Township and Ivyland Borough in Bucks County: Wilson Road between Thomas Drive and Greenley Avenue; Creek Road between New Hope Road and Lower Mountain Road; New Hope Road between Creek Road and Durham Road; and Lower Mountain Road between Lookaway Court and Creek Road – MPMS #104607. \$26,000 RRX for the installation of railroad LED lights in FY15.
- 11) Hatfield Railroad LED Lights on Schwab Road between Deer Run Road and Orvilla Road, Vine Street between Main Street and Butler Avenue, and Bergey Road between Richmond Road and Penn Street in Hatfield Borough and Hatfield Township, Montgomery County – MPMS #104608. \$18,000 RRX for the installation of railroad LED lights in FY15.
- 12) Penn Avenue Grade Crossing between the intersections of 4th and 10th Streets in Marcus Hook Borough, Delaware County – MPMS #104609. \$270,000 RRX for the installation of railroad warning devices and high type surface in FY15.
- 13) Erickson Avenue Grade Crossing between the intersection of 3rd Street & Old Tinicum Island Road in Tinicum Township, Delaware County – MPMS #104610. \$218,000 RRX (FY17: \$69,000 RRX, FY18: \$149,000 RRX) for the installation of warning devices.

Financial constraint will be maintained as these funds are additional 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. Marseglia, that the Board approve the following TIP action:

PA15-39, PennDOT's request that DVRPC amend the FY2015 - 2018 TIP for Pennsylvania by adding 13 statewide Highway-Rail Grade Crossing (RRX) projects to the TIP in the amount of \$2,626,000 RRX for construction in FY15, FY16, FY17 and FY18. These are additional funds to the region.

- 1) Hillendale Road Grade Crossing project between Fairville Road and Virginia Plaza in Pennsbury Township, Chester County – MPMS #103210. \$191,000 RRX to install a railroad warning device in FY15.
- 2) Fairville Road Grade Crossing between US 1 and Sunny Ridge Lane in Pennsbury Township, Chester County – MPMS #103212. \$212,000 RRX to install railroad warning lights in FY16.
- 3) Bayard Road Grade Crossing between Hillendale Road and Rosedale Road in Kennett Township, Chester County – MPMS #103213. \$225,000 RRX to install railroad warning lights in FY18.
- 4) Hickory Hill Grade Crossing between Hillendale Road and PA 52 in Kennett Township, Chester County – MPMS #103214. \$219,000 RRX to install railroad warning lights in FY17.
- 5) Chambers Road Grade Crossing between Hillendale Road and Baltimore Pike in New Garden Township, Chester County – MPMS #103215. \$208,000 RRX to install railroad warning lights in FY18.
- 6) Jansen Avenue Grade Crossing between PA 291 and Old Tinicum Island Road in Tinicum Township, Delaware County – MPMS #103216. \$273,000 RRX to install railroad warning lights in FY16.
- 7) Main Street Darby Borough between 5th and 7th streets in Darby Borough, Delaware County – MPMS #103217. \$338,000 RRX (FY17: \$150,000 RRX, FY18: 188,000 RRX) for the installation of railroad warning lights.
- 8) Ashton Road Grade Crossing between Tolbut Street and Jenny Place in the City of Philadelphia – MPMS #103218. \$214,000 RRX for the installation of railroad warning lights in FY18.
- 9) Blue Grass Road Grade Crossing between Gregg Street and Welsh Road in the City of Philadelphia – MPMS #103219. \$214,000 RRX for the installation of railroad warning lights in FY18.

10) SR 2093 Railroad LED Lights at four locations in Buckingham and Ivyland Townships in Bucks County: Wilson Road between Thomas Drive and Greenley Avenue; Creek Road between New Hope Road and Lower Mountain Road; New Hope Road between Creek Road and Durham Road; and Lower Mountain Road between Lookaway Court and Creek Road - MPMS #104607. \$26,000 RRX for the installation of railroad LED lights in FY15.

11) Hatfield Railroad LED Lights on Schwab Road between Deer Run Road and Orvilla Road, Vine Street between Main Street and Butler Avenue, and Bergey Road between Richmond Road and Penn Street in Hatfield Borough and Hatfield Township, Montgomery County – MPMS #104608. \$18,000 RRX for the installation of railroad LED lights in FY15.

12) Penn Avenue Grade Crossing between the intersections of 4th and 10th Streets in Marcus Hook Borough, Delaware County – MPMS #104609. \$270,000 RRX for the installation of railroad warning devices and high type surface in FY15.

13) Erickson Avenue Grade Crossing between the intersection of 3rd Street & Old Tinicum Island Road in Tinicum Township, Delaware County – MPMS #104610. \$218,000 RRX (FY17: \$69,000 RRX, FY18: \$149,000 RRX) for the installation of warning devices.

2d. PA15-40: P3 Rapid Bridge Replacement ROW Phases, (Various MPMS #s), Various Counties

PennDOT has requested that DVRPC amend the FY2015 - 2018 TIP for Pennsylvania by adding the ROW phase for the Indian Run Drive over Indian Run bridge (MPMS #86306) in Wallace Township, Chester County in FY15 in the amount of \$3,000 s581, and by adding the ROW phase for the Wynnewood Road over Branch of Indian Creek bridge (MPMS #67373) in Lower Merion Township, Montgomery County in FY15 in the amount of \$3,000 s581. These are additional state funds to the region which will help prepare these two structures for construction as part of the statewide P3 Rapid Bridge Replacement program. There are nine (9) state owned bridges in the DVRPC Region that were selected as part of the 558 bridges for the P3 Rapid Bridge Replacement Program. None of the other structures require right-of-way, and may be included in future TIP actions or as part of the FY2017 TIP Update.

The P3 RBR is the Public Private Partnership Rapid Bridge Replacement Program. The P3 tool is a new initiative that was signed into law in 2012 to address the state's nearly 4,500 structurally deficient (SD) bridges. PennDOT estimates that 558 state owned bridges, awarded to Plenary Walsh Keystone Partners, can be replaced more quickly; save money; and minimize the impact on the traveling public by using the P3 approach. Plenary Walsh and its team of at least eleven (11) Pennsylvania-based subcontractors will manage the bridges' design, construction and maintenance for 25 years after

construction is complete under the P3 contract. Construction will begin in the summer of 2015 and all 558 bridges must be replaced within 36 months. PennDOT will maintain ownership of the bridges throughout the contract. The bridges in this program are primarily crossings on smaller state highways, rather than interstate bridges or large river crossings. Many of the bridges are in rural areas of The Commonwealth.

Adding the ROW phases of Indian Run Drive over Indian Run and Wynnewood Road over East Branch of Indian Creek will address minor right-of-way issues and get the DVRPC projects ready for construction. Both of these bridges are structurally deficient with construction anticipated in 2016.

The following are the bridges that were selected in the DVRPC Region for inclusion in the P3 Rapid Bridge Replacement program:

- 1) Lincoln Highway over East Branch Queen Anne Creek, Bucks County. Construction is estimated in 2016.
- 2) Ewing Road over Middle Branch White Clay Creek, Chester County. Construction is estimated in 2016.
- 3) Indian Run Drive over Indian Run, Chester. Construction is estimated in 2016.
- 4) Kedron Avenue over Stony Creek, Delaware County. Construction is estimated in 2016.
- 5) Layfield Road over Perkiomen Creek, Montgomery County. Construction is estimated in 2017.
- 6) Philmont Avenue over Valley Creek, Montgomery County. Construction is estimated in 2017.
- 7) Pennsylvania Avenue over Sandy Run, Montgomery County. Construction is estimated in 2017.
- 8) Wynnewood Road over Branch Indian Creek, Montgomery County. Construction is estimated in 2016.
- 9) Grosstown Road over Manatawny Creek, Montgomery County. Construction is estimated in 2016.

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

Favorable recommendation was received from the Regional Technical Committee.

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

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

PA15-40, PennDOT's request that DVRPC amend the FY2015 - 2018 TIP for Pennsylvania by adding the ROW phase for the Indian Run Drive over Indian Run bridge (MPMS #86306) in Wallace Township, Chester County in FY15 in the amount of \$3,000 s581, and by adding the ROW phase for the Wynnewood Road over Branch of Indian Creek (MPMS #67373) in Lower Merion Township, Montgomery County in FY15 in the amount of \$3,000 s581. These are additional state funds to the region.

3. FY2016 Work Program Amendment: Mercer County Guiderail Management Planning Initiative

Kwan Hui, DVRPC Capital Program Coordinator, explained that a Guiderail is a safety barrier that is commonly installed to protect a motorist who has left the roadway from roadside hazards, such as fixed objects, and lessen the severity of a crash. To maximize the use of guiderails, they need to be placed at the right locations and be properly maintained. As a result, the purpose of this program is to develop a Guiderail inventory for Mercer County that contains a comprehensive condition assessment and improvement recommendations for guiderails installed along Mercer County highways, including those installed along bridges that abut county highways yet are off the county-network and maintained by the county. The County intends to hire a consultant to acquire data, develop the condition inventory, and provide recommendations to the County. Analysis will include location and physical attributes, current condition, and design recommendations to bring installations into compliance with current standards, considering also minor drainage and grading improvements to eliminate guiderail. Data will be loaded into Mercer County's existing computerized Transportation Asset Management/Maintenance Management System (TAM/MMS) application. The resulting findings and recommendations will assist Mercer County in evaluating, prioritizing, scheduling, and implementing the installation, maintenance, repairs and/or replacement activities of guiderail.

Favorable recommendation was received from the Regional Technical Committee.

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

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

The DVRPC FY2016 Unified Planning Work Program to include the Mercer County Guiderail Management Planning Initiative. Further, that the Board approve TIP Action NJ14-74, DVRPC's request to amend the FY2014 TIP for New Jersey by adding this new project (DB #D1511) in the amount of \$1,000,000 STATE-DVRPC funds that were

appropriated in FY14 for a Planning Study (PLS) phase to advance and be encumbered in FY16.

4. Appointment of Nominating Committee for Fiscal Year 2016 DVRPC Board Officers

A Nominating Committee was selected to appoint candidates for Board Chair, Vice Chair, Secretary, and Treasurer for Fiscal Year 2016 (July 1, 2015 through June 30, 2016). The Chair for FY 2016 must be from New Jersey. The committee will report these candidates at the May Board Meeting and elections will take place at the June Board Meeting. The recommended Committee is as follows:

Chris Howard, New Jersey Governor's Authorities Unit
Joyce Paul, New Jersey Department of Community Affairs
Jeffrey Wilkerson, City of Trenton

James Ritzman, Pennsylvania Department of Transportation
Nedia Ralston, Pennsylvania Governor's Policy and Planning Office
Valerie Arkoosh, Montgomery County

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

MOTION by Mr. Howard, seconded by Mr. Williams, that the Board:

Approve the Nominating Committee for fiscal year 2016 Board Officers.

INFORMATION ITEM

5. 2015 Aerial Imagery Project Update

Glen McNichol, DVRPC Senior GIS Specialist, provided an update on the upcoming FY 2015 aerial imagery project and also on a USGS grant for the acquisition of LiDAR (Light Detection and Ranging) data that was awarded to DVRPC and project partners Quantum Spatial and Temple University.

Executive Director Barry Seymour acknowledged Glen's work on this and the public/private partnership created with the U.S.G.S. Ronald Bailey, Chester County, noted that LiDAR is the planning technology of the future. It allows resource analysis and is as significant as GIS was 20 years ago. Dave Kuhn, NJDOT, asked who will pay for the flights and data for areas outside of our region. Mr. McNichol responded that each local area outside of our region will pay their share of the total cost.

DISCUSSION ITEMS

6. One Minute Reports

Byron Comati, SEPTA, reported that SEPTA's fourth sustainability report came out yesterday and it focuses on social, environmental, and economic sustainability. The first SEPTA Cycle Transit Plan is out. The Plan deals with bike to transit issues and is the first for SEPTA. The 69th Street Transportation Center is in the demolition stage and will be under construction the remainder of the year. The Crum Creek Bridge Replacement project on Swarthmore College is underway.

Jim Ritzman, PennDOT, reported that the MAP-21 extension expires on May 31 and it appears that the Highway Trust Fund will be solvent for a few months afterward. April 16 was the kickoff of the 2017 program update for public participation. There was a public meeting online on April 16 from 7 p.m. to 8 p.m. and Transportation Secretary Leslie Richards talked about the importance of public involvement and the State Transportation Commission's 2015 State Transportation Report and Act 89. Mr. Ritzman noted that he was in Atlantic City for the Transaction Conference and there was a lot of discussion about Act 89 and what it has done for transportation in Pennsylvania. Earlier in the week Pennsylvania Townships got together and Treddyferrin Township won an award for one of the projects; SR 252 between Central Avenue and Route 30. The award was given based on modest improvements the township made to help with traffic flow and pedestrian improvements. Secretary Richards got unanimous approval at the Senate Transportation Commission to move forward with her appointment and that will move on to the full Senate now.

Dave Kuhn, NJDOT, reported that budget hearings on capital programming and transportation are ongoing.

Diane Ellis-Marseglia, Bucks County, thanked SEPTA and reported that the county's work with SEPTA on the Suicide Hotline signs have led to an increase in calls to the hotline.

Edward Williams, City of Camden, thanked DVRPC for welcoming Mayor Redd to the Public Participation Task Force meeting.

Ronald Bailey, Chester County, reported that the ridership on the Keystone Line from 30th Street to Harrisburg is climbing. There are holes in the schedules for this line but there is hope that additional service can be provided soon to accommodate the larger numbers. SEPTA is making station improvements in Exton, there are new improvements in Coatesville, and in Paoli but one impediment is that Amtrak is not able to provide adequate security at the stations.

Valerie Arkoosh, Montgomery County, reported that on April 16 the county held a public information session entitled “Your Transit Dollars at Work in Montgomery County.” Yesterday the county launched its own bike share program and there are now six bikes on the Perkiomen and Pennypack Trails.

Lou Cappelli, Camden County, reported that the county has done an assessment of its bridges and roadways so that once the Highway Trust Fund is solvent, the county will have a list of priority projects to present.

Rick Westergaard, Gloucester County, reported that Gloucester County’s feedback on the Master Plan has been great. He thanked DVRPC for their help in securing over 2,000 responses to the online survey.

Andrew Stober, City of Philadelphia, reported that Philadelphia’s bike share program, Indego, is launching today. It is a great time to start to think about satellite systems in the region, like the one starting in Montgomery County. He is hoping that linking bike to transit will allow the building of linkages in the future.

Presentation Item

7. King of Prussia Rail Presentation

Elizabeth Smith, SEPTA’s Manager of Long-Range Planning, explained that SEPTA is examining alternatives to provide light-rail service to the King of Prussia area, including the Mall, Casino and Business Park area, connecting to the Norristown High-Speed Line. At this time, five alternative alignments are still under consideration.

Dave Kuhn, NJDOT, asked whether the rail service would be single car. Ms. Smith responded that it will be at least two cars, maybe three. Patty Elkins, DVRPC Division Director, Planning, asked whether it was considered to just make a loop. Ms. Smith responded that this was considered but that the cost appears to be too high for this alternative. Mike Boyer, DVRPC Manager of Long-Range Planning, asked whether there would be an expansion of the fleet on the High-Speed Line or if it would be possible to use the existing fleet. Ms. Smith responded that they will be looking into this question.

9. Executive Director's Report

a. Policy Analysis Committee

Mr. Seymour reported that there was a Policy Analysis Committee meeting on April 10 in the morning. Some of the topics covered included: the Long-Range Plan, Future Forces, Regional Trails and Trail Investments, and New Initiatives.

Nine new initiatives were presented and Board members and alternates were asked to vote on their priorities. The voting revealed that there are a broad range of interests among Board members and alternates.

b. Stand Up for Transportation event

Mr. Seymour called the Board's attention to the Stand up for Transportation Event which took place on Thursday, April 9 at 9:00 am at Philadelphia City Hall (Dilworth Park is the new west-side plaza). The event was a rally in support of federal action to support transportation funding. This is timely because the current MAP-21 legislation, which is currently on extension, is now set to expire on May 31. While DVRPC is not a listed stakeholder, due to the advocacy nature of this event, the Commission had an information table there. Governor Rendell, and former DVRPC Board Chair, now PennDOT Secretary Leslie Richards, were among the speakers.

c. Burlington County Briefing

Mr. Seymour reported that he and John Ward went to Burlington County to provide agency department heads and county leadership with information on DVRPC's programs and projects.

d. Camden City at the PPTF

Mr. Seymour noted that earlier in the month Mayor Redd and Ed Williams from the City of Camden, attended the PPTF meeting and discussed all of the activities taking place in Camden.

e. King of Prussia Economic Outlook

Mr. Seymour called the Board's attention to the fact that he spoke at the King of Prussia Outlook Event on future transportation improvements. Governor Tom Wolf's Chief of Staff, Katie McGinty, was there as the keynote speaker.

f. Air Quality Partnership Awards

Mr. Seymour reported that awards for public, private, and non-profit institutions were given out. QVC won the private award, Montgomery Community College won the non-profit award, and Camden County Municipal Utilities Authority won the public award.

g. Active Philly Summit

Mr. Seymour reported that the Active Philly Summit is taking place on May 20, in partnership with the Health Promotion Council, AIA Philadelphia, and the Public Health Management Corporation. This will be a half-day symposium on health and active design. This event closely connects with work that DVRPC is doing with regard to the Healthy Communities Task Force.

h. Revised TRID Legislation

Mr. Seymour noted that Senator Pileggi received the letter with comments, and revised legislation crafted by DVRPC and its partners.

- i. Mr. Seymour called the Board's attention to some new DVRPC report releases including: Sitting in Traffic Again? NJ 73 from the Tacony Palmyra Bridge to Evesham Road; Primos Station Access and Development Opportunities Study; North Maple Avenue Road Safety Audit; Philadelphia Regional On-Board Transit Survey; State Street Transit Signal Priority Study; and Camden County Highway Plan.

10. Committee Reports

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

- (1) Regional Technical Committee
- (2) Transportation Operations Task Force
- (3) Public Participation Task Force
- (4) Regional Aviation Committee
- (5) Delaware Valley Goods Movement 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 11:29 a.m. on a **MOTION** by Mr. Kuhn, seconded by Mr. Ritzman.

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