

**DELAWARE VALLEY REGIONAL PLANNING COMMISSION**

**BOARD COMMITTEE**

Minutes of Meeting of February 23, 2017

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

**Membership Present**

**Representative**

New Jersey Department of Community Affairs	Sean Thompson
New Jersey Department of Transportation	David Kuhn
New Jersey Governor's Appointee	Thomas Huth
Pennsylvania Department of Transportation	Leslie Richards
	James Ritzman
	James Mosca
	Leo Bagley
Pennsylvania Governor's Appointee	Gina Burritt
Pennsylvania Governor's Policy & Planning Office	(not represented)
Bucks County	Diane Ellis-Marseglia
	Lynn Bush
Chester County	Michelle Kichline
	Brian O'Leary
Delaware County	Linda Hill
Montgomery County	Valerie Arkoosh
	Jody Holton
Burlington County	Carol Thomas
Camden County	Andrew Levecchia
Gloucester County	Theresa Ziegler
Mercer County	Leslie Floyd
City of Chester	Peter Rykard
City of Philadelphia	Mark Squilla
	Michael Carroll
City of Camden	June Morton
City of Trenton	(not represented)

**Non-Voting Members**

Federal Highway Administration New Jersey Division	Calvin Edghill
Pennsylvania Division	(not represented)
U.S. Department of Housing and Urban Development, Region III	(not represented)
U.S. Environmental Protection Agency, Region II	(not represented)
U.S. Environmental Protection Agency, Region III	(not represented)

Federal Transit Administration, Region III	(not represented)
Southeastern Pennsylvania Transportation Association	Elizabeth Smith
New Jersey Transit Corporation	Lou Millan
New Jersey Department of Environmental Protection	(not represented)
Pennsylvania Department of Environmental Protection	(not represented)
Delaware River Port Authority	(not represented)
Port Authority Transit Corporation	Rohan K. Hepkins
New Jersey Office of Planning Advocacy	Gerard Scharfenberger
Pennsylvania Department of Community and Economic Development	Aliyah Furman

DVRPC Co-Counsel

Pennsylvania Co-Counsel	(not represented)
New Jersey Co-Counsel	Tom Coleman

DVRPC Staff

Barry Seymour, John Ward, Patty Elkis, Chris Puchalsky, Alison Hastings, Elizabeth Schoonmaker, Mike Boyer, Kwan Hui, Rick Murphy, Greg Krykewycz, Taghi Ozbeki, Karin Morris, Shoshana Akins, Ken Peters, John Griffies, Matt Gates, Jesse Buerk, Mary Bell, Katrina Lawrence, John Coscia, Jr., Mike Ruane, Jackie Davis, Brett Fusco, Zoe Neaderland, Ryan Gallagher, Kim Korejko, Paul Smith, Van Doan, Will Stevens, Kevin Murphy, Cassidy Boulan, Colleen Doyle, Betsy Mastaglio, Ted Dahlburg, Karen Cilurso, Elise Turner, Mary Bell, and Renee Wise.

Guests

PennDOT 6-0	Jonathan Korus
PennDOT 6-0	Chuck Davies
PennDOT 6-0	Larissa Newton
PennDOT 6-0	Kathleen Winfree
KYW News Radio	Mike DiNardo
Citizen	Donald Shanis
Philadelphia Water Department	Ariel Ben-Amos
Urban Engineers	Mike Mastaglio
Urgan Engineers	Dave Vodila
Jacobson	Allyson Groff
Jacobson	Kate Centofanti
Residents for Regional Traffic Solutions	Sue Herman

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

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

**Presentation**

**PennDOT Connects, with Secretary Leslie Richards**

Leslie Richards, PennDOT's Secretary of Transportation, explained that PennDOT and partner planning agencies are working to make transportation planning a more collaborative process that supports community goals. The PennDOT Connects initiative reaches into community and transportation planning processes to initiate early dialogue and partnered decision-making about the kinds of transportation projects that will help a community achieve its vision.

Chair Valerie Arkoosh noted that it would be great for PennDOT to reach out to the Health and Human Services department on this, especially in relation to senior mobility. Secretary Richards responded that PennDOT would certainly look to engage Health and Human Services and collaborate with many groups. Secretary Richards commented that it is wonderful to be presenting PennDOT Connects for the first time at DVRPC. She noted that DVRPC successfully brings together stakeholders and as an MPO is really special nationwide.

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

No public comments were stated.

### **Action Items**

#### **1. Minutes of Meeting of January 26, 2017**

The Board adopted the following **motion**:

**MOTION** by Mr. Ritzman, seconded by Mr. Kuhn, to approve the minutes of January 26, 2017.

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

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

##### **2a. PA17-21: US 322, US 1 to Featherbed Lane (Section 101), (MPMS #69816), Delaware County**

PennDOT has requested that DVRPC amend the FY2017 – 2020 TIP for Pennsylvania by reducing the FY19 and FY20 CON phases for the US 322, US 1 to Featherbed Lane (Section 101) project, (MPMS #69816), in the total amount of \$28,691,000 (\$5,481,000 NHPP/\$1,370,000 State 581 in FY19 and \$17,472,000 NHPP/\$4,368,000 State 581 in FY20) to reflect savings from lower than expected bids and related construction engineering and inspection savings due to the reduced construction cost. The total construction estimate for the project, including the proposed low bid cost reduction, is \$68,909,000. The reduction of funds is the result of low bid savings and does not represent a reduction in the project's scope.

The US 322, US 1 to Featherbed Lane (Section 101) project involves widening US 322 (currently two lanes) to a four lane typical section with a grass median strip from US 1 in Concord Township to east of Mattson Road/Featherbed Lane near Clayton Park and the Bethel Township line. A number of intersection improvements will also be included, such as additional turn lanes, elimination of certain left turn movements, and construction of new traffic signals at Cambridge Drive and Mattson Road/Featherbed Lane. The bridge over SEPTA/Webb Creek and the bridge over Smith Bridge Road will be replaced. Sound barriers and retaining walls will also be constructed. Due to the size and complexity of this project, mainline reconstruction has been broken into multiple MPMS #'s. MPMS #'s 69816 and 69817 contain the construction phases for the US 322 project. MPMS #69815 provided for environmental mitigation measures.

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.

A public comment was submitted online asking if the project scope or quality would be reduced due to the lower cost. PennDOT confirmed it would not.

Favorable recommendation was received from the Regional Technical Committee.

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

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

PA17-21, PennDOT's request that DVRPC amend the FY2017 – 2020 TIP for Pennsylvania by reducing the FY19 and FY20 CON phases for the US 322, US 1 to Featherbed Lane (Section 101) project, (MPMS #69816), in the total amount of \$28,691,000 (\$5,481,000 NHPP/\$1,370,000 State 581 in FY19 and \$17,472,000 NHPP/\$4,368,000 State 581 in FY20) to reflect savings from lower than expected bids and related construction engineering and inspection savings due to the reduced construction cost.

**2b. PA17-22: Chestnut Street Bridges, Ramps, (8) at 30th Street, (MPMS #17816), City of Philadelphia**

PennDOT has requested that DVRPC amend the FY2017 – 2020 TIP for Pennsylvania by increasing the FY17, FY18, FY19, and FY20 CON phases for the Chestnut Street Bridges, Ramps, (8) at 30th Street project, (MPMS #17816), in the total amount of \$37,705,000 (\$1,000,000 NHPP/\$250,000 State 581 in FY17; \$6,211,000 NHPP/\$1,553,000 State 581 in FY18; \$5,481,000 NHPP/\$1,370,000 State 581 in FY19; and \$17,472,000 NHPP/\$4,368,000 State 581 in FY20) to cover a low bid cost increase. The total construction estimate for the project, including the proposed low bid cost increase, is \$107,705,000.

Delaying construction to re-bid this project would result in further deterioration of the bridges and the need for additional repairs not currently in the bid package. In addition, the cumulative impact of a delay to the project would impact the traffic control for the adjacent Market Street Bridges (2) Over Schuylkill River and CSX Railroad (MSB) project (MPMS #69828), which is slated to immediately follow the Chestnut Street Bridges project. PennDOT District 6 has carefully scheduled the major bridge projects with the City of Philadelphia in order to minimize impacts to traffic. There is no expectation of possible savings by re-bidding. Given the project size, the time for re-bidding would also likely result in significant cost escalation.

The purpose of the Chestnut Street Bridges project is to maintain safe and efficient transportation access to serve existing and future transportation needs associated with Center City Philadelphia. Eight bridges will be rehabilitated, including four structurally deficient or functionally obsolete bridges over 30th Street Lower and I-76, the Schuylkill River, the CSX freight railroad line that lies east of the Schuylkill River, and 24th Street. The project also includes Schuylkill Avenue West bridges over I-76 between Market Street and Walnut Street (two structures), plus Ramp A and Ramp B (off and on ramps to I-76, two structures). Many of these structures date back to the late 1800's and early 1900's, and carry four to five lanes of traffic with sidewalks from Walnut Street to Market Street. The structures require complete deck replacement, structural steel repairs, and painting.

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 adopted the following **motion**:

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

PA17-22, PennDOT's request that DVRPC amend the FY2017 – 2020 TIP for Pennsylvania by increasing the FY17, FY18, FY19, and FY20 CON phases for the Chestnut Street Bridges, Ramps, (8) at 30th Street project, (MPMS #17816), in the total amount of \$37,705,000 (\$1,000,000 NHPP/\$250,000 State 581 in FY17; \$6,211,000 NHPP/\$1,553,000 State 581 in FY18; \$5,481,000 NHPP/\$1,370,000 State 581 in FY19; and \$17,472,000 NHPP/\$4,368,000 State 581 in FY20).

**2c. PA17-23: Elverson Main Street Restoration (PA 23), (MPMS #107680), Chester County**

PennDOT has requested that DVRPC amend the FY2017 – 2020 TIP for Pennsylvania by adding a new \$6,550,000 project, Elverson Main Street Restoration (PA 23), MPMS #107680, to the TIP for PE (\$100,000 State 581) in FY17; FD (\$200,000 State 581), UTL (\$200,000 State 581), and ROW (\$50,000 State 581) in FY18; and CON

(\$6,000,000 STU/Toll Credit Match) in FY19. This is a “3R” Road/Resurfacing/ Rehabilitation project and draws funds from the 3R Line Item, MPMS #17876.

This project will reconstruct approximately 1.66 miles of Main Street (PA 23) from the Berks County line to just east of Brick Lane in Elverson Borough, Chester County. The reconstruction work will include sidewalks, curbs, storm sewer pipes, water and sanitary sewer lateral pipes, manhole and inlet adjustments and/or replacements, roadway markings, and other miscellaneous work. The pavement in this location is severely deteriorated and the storm sewers are not sufficient in their current state. This condition has been observed over the past twelve months and has reached a critical state, requiring action in order to prevent the roadway from failing and causing serious disruptions to traffic flow in the vicinity.

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.

**2d. PA17-24: US 1 (Township Line Road) Corridor Safety Improvements, (MPMS #107735), Delaware County**

PennDOT has requested that DVRPC amend the FY2017 – 2020 TIP for Pennsylvania by adding a new project, US 1 (Township Line Road) Corridor Safety Improvements, MPMS #107735, to the TIP for CON (\$1,500,000 eSTP) in FY17. These are additional discretionary funds to the region.

Due to recent traffic fatalities along the US 1 (Township Line Road) Corridor, PennDOT performed a review of the crash history and recommended a set of safety measures to help reduce speeding. Proposed improvements include milling and overlay from State Road to Harding Drive; improving and enhancing signage and pavement markings, installing a center turn lane, reducing lane widths, and reinforcing the 35 MPH speed limit by installing speed limit legends on the pavement throughout the corridor; installing radar display speed signs at various locations; and installing a high friction surface treatment on the northbound right lane of Township Line Road between State Road and Arrowhead Lane. The project’s estimated Let Date is in March 2017.

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

**2e. PA17-25: I-76 Bridge Repair Section SRE, (MPMS #107698), City of Philadelphia**

PennDOT has requested that DVRPC amend the FY2017 – 2020 TIP for Pennsylvania by adding a new \$21,600,000 project, I-76 Bridge Repair Section SRE, MPMS #107698, to the TIP for PE (\$300,000 State 581) and FD (\$300,000 State 581) in FY17; and CON (\$12,076,000 NHPP/Toll Credit Match) in FY18 and (\$8,924,000 NHPP/Toll Credit Match) in FY19.

The I-76 Bridge carries I-76 along and over the Schuylkill River in the City of Philadelphia from University Avenue through Arch Street. Located adjacent to the 30th Street Regional Rail Station, this bridge carries a high volume of traffic and is an important interstate route for the local and regional needs of the greater Philadelphia area. As a result of the continued deterioration of the bridge deck and deck joints, several spalls were observed with exposed reinforcement which required immediate action by the Department. The structure, built in 1958, is in need of rehabilitation in order to avoid continued costly repairs. A recent inspection of this structure determined that repairs are necessary in order to maintain the bridge and prevent it from becoming structurally deficient. Complete replacement of the existing bridge deck is proposed along with repairs to piers, abutments and other components of the substructure.

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

Favorable recommendation was received by the Regional Technical Committee.

The Board adopted the following **motion**:

**MOTION** by Ms. Kichline, seconded by Mr. Squilla, that the Board approve the following TIP actions:

PA17-23, PennDOT's request that DVRPC amend the FY2017 – 2020 TIP for Pennsylvania by adding a new \$6,550,000 project, Elverson Main Street Restoration (PA 23), MPMS #107680, to the TIP for PE (\$100,000 State 581) in FY17; FD (\$200,000 State 581), UTL (\$200,000 State 581), and ROW (\$50,000 State 581) in FY18; and CON (\$6,000,000 STU/Toll Credit Match) in FY19.

PA17-24, PennDOT's request that DVRPC amend the FY2017 – 2020 TIP for Pennsylvania by adding a new project, US 1 (Township Line Road) Corridor Safety Improvements, MPMS #107735, to the TIP for CON (\$1,500,000 eSTP) in FY17. These are additional discretionary funds to the region.

PA17-25, PennDOT's request that DVRPC amend the FY2017 – 2020 TIP for Pennsylvania by adding a new \$21,600,000 project, I-76 Bridge Repair Section SRE, MPMS #107698, to the TIP for PE (\$300,000 State 581) and FD (\$300,000 State 581) in FY17; and CON (\$12,076,000 NHPP/Toll Credit Match) in FY18 and (\$8,924,000 NHPP/Toll Credit Match) in FY19.

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

#### **a. I-95 Northeast Philadelphia and Bucks County Traffic Forecasts**

Matt Gates, DVRPC Manager, Office of Modeling and Analysis, explained that PennDOT is working on a long-term, multi-phase infrastructure initiative to improve and rebuild interstate 95 in Pennsylvania. Traffic forecasts are needed to analyze additional

interchange configurations in the Betsy Ross and Bridge Street areas to address community concerns and update the Point-of-Access study. Corridor-wide forecasts are also needed to extend the horizon year from 2040 to 2045 and/or 2050 and to prepare detour route forecasts for later construction phases. Other tasks may be added as needed. The budget for this Work Program Amendment is \$265,000, funded by PennDOT.

#### **b. I-95 Southwest Philadelphia and Delaware County Traffic Forecasts**

Matt Gates, DVRPC Manager, Office of Modeling and Analysis, explained that PennDOT is working on a long-term, multi-phase infrastructure initiative to improve and rebuild interstate 95 in Pennsylvania. New traffic data and forecasts are needed to support a microscopic traffic operations model of the I-476 corridor that includes the I-95 interchange. Updated forecasts are also needed for the I-95/US 322 interchange area. Both of these tasks would incorporate new population and employment forecasts from DVRPC's 2045 Long Range Plan. The budget for this Work Program Amendment is \$155,00, funded by PennDOT. Mr. Seymour pointed out that the pink sheet had an incorrect budget amount.

Favorable recommendation was received by the Regional Technical Committee.

The Board adopted the following **motion**:

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

The DVRPC FY17 Work Program to include the "I-95 Northeast Philadelphia and Bucks County Traffic Forecasts" and "I-95 Southwest Philadelphia and Delaware County Traffic Forecasts."

#### **4. DVRPC Pennsylvania Critical Urban Freight Corridors**

Michael Ruane, DVRPC Senior Transportation Planner, Office of Freight and Aviation Planning, explained that the Fixing America's Surface Transportation Act (FAST Act) directed the FHWA to establish a National Highway Freight Network (NHFN). This system designation is intended to improve the performance of highway portions of the U.S. freight transportation system through strategic use of Federal resources. The NHFN consists of the following four subsystems: (1) the Primary Highway Freight System (PHFS); (2) those portions of the Interstate System not part of the PHFS; (3) Critical Rural Freight Corridors (CRFCs); and (4) Critical Urban Freight Corridors (CUFCs).

Under the FAST Act, State Departments of Transportation and Metropolitan Planning Organizations were tasked with designating the CUFCs and CRFCs. The Pennsylvania Department of Transportation has established a process through which they are soliciting candidate corridors from DVRPC and other MPOS for inclusion in the statewide CUFC network, the mileage of which is capped at 141.26 miles. DVRPC does

not have CRFCs.

Staff conducted analysis of the region's network utilizing freight activity and facility data in PhillyFreightFinder to identify corridors that served regional freight centers, intermodal facilities, and/or demonstrated high volumes of truck traffic. This analysis was supplemented with outreach to the Goods Movement Task Force, planning partners and neighboring MPOs through an online feedback tool. The effort identified and prioritized eight (8) candidate corridors for submission to PennDOT:

1. PA 63 from Interstate 95 to US 1 (3.3 miles)
2. US 322 from Interstate 95 to the New Jersey Border (1.6 miles)
3. US 202 from the Delaware Border to Interstate 76 (25.8 miles)
4. US 30 from US 202 to the Lancaster County Border (21.2 miles)
5. US 422 from US 202 to the Berks County Border (23.4 miles)
6. US 322 from Bethel Rd to US 202 (7.8 miles)
7. PA 63 from I 476 (Lansdale) to Welsh Road and Sumneytown Pk from Forty Foot Rd to Allentown Rd (4.8 miles)
8. PA 100 from US 202 to I 76 (8.1 miles)

Favorable recommendation was received by the Regional Technical Committee.

The Board adopted the following **motion**:

**MOTION** by Mr. Squilla, seconded by Ms. Morton, that the Board approve:

The eight, prioritized Critical Urban Freight Corridors for submission to PennDOT for potential inclusion in the NHFN.

##### **5. Federal Functional Classification Change, Chester County**

Matt Gates, DVRPC Manager, Office of Modeling and Analysis, explained that this technical edit will remove a portion of Mortonville Road from Chester County's Federal Aid Highway System. This segment is part of Local Federal Aid Route G642, which is Mortonville Road in East Fallowfield Township and Modena Borough. A portion of this segment was washed out during Brandywine Creek flooding in early 2014 and has been closed to traffic for three consecutive HPMS inspections.

##### **6. National Highway System Change, Montgomery County**

Matt Gates, DVRPC Manager, Office of Modeling and Analysis, explained that this technical edit will remove a portion of PA 113 from the NHS. This portion of PA 113 in Upper Providence Township was recently changed from a Principal Arterial to a Minor Arterial, and should have been removed from the NHS at that time to be consistent with statewide policy and Federal guidance.

Favorable recommendation was received by the Regional Technical Committee.

The Board adopted the following **motion**:

**MOTION** by Mr. Levecchia, seconded by Ms. Burritt, that the Board approve:

The Federal Functional Classification Change in Chester County and the National Highway System Change in Montgomery County.

### **7. Safe Routes to School Program (SRTS) selected projects**

Katrina Lawrence, DVRPC Senior Project Implementation Coordinator, Office of Project Implementation, explained that the New Jersey Safe Routes to School Program (SRTS) is a competitive federal program established for projects and activities that support and encourage students to walk and bicycle to school. The New Jersey SRTS provided approximately \$1.5 million in funding for projects in the DVRPC region.

We received applications requesting approximately \$8.4 million in SRTS funds from our region. The projects were evaluated by DVRPC and NJDOT using the agreed upon selection criteria from NJDOT. The committee recommended 4 projects to be selected in the DVRPC region, three in Burlington County and one in Camden County.

The recommended projects will be added to the statewide line item in the FY 2016 S/TIP for NJ (DB # 99358 for SRTS), and will be broken out as individual projects at the appropriate time. There will be no impact on the TIP or long-range-plan conformity determination.

Favorable recommendation was received by the Regional Technical Committee.

The Board adopted the following **motion**:

**MOTION** by Mr. Levecchia, seconded by Ms. Morton, that the Board approve:

The list of New Jersey Safe Routes to School projects identified for our allocation of funds. Further that these projects be amended into the FY 2016 S/TIP for NJ (TIP Action NJ16-103) in the amount of \$1,495,000 for SRTS and be drawn from the Statewide line item (DB# 99358 for SRTS) at the appropriate time for obligation.

### **8. NEC FUTURE Final Tier 1 EIS Preferred Alternative**

Greg Krykewycz, DVRPC Associate Director, Transportation, explained that the Northeast Corridor (NEC) is the rail transportation spine of the Northeast United States and is a key component of the region's transportation system, which supports the operation of eight regional rail authorities and Amtrak—the Intercity rail service provider—as well as four freight railroads. The NEC FUTURE program (NEC FUTURE) is a comprehensive planning effort to define, evaluate, and prioritize future investments for the NEC from Washington, D.C., to Boston (Study Area). As part of NEC FUTURE,

the Federal Railroad Administration (FRA) has evaluated passenger-rail alternatives in the Study Area to improve current and future passenger-rail transportation needs within the NEC.

The purpose of NEC FUTURE is to upgrade aging infrastructure and to improve the reliability, capacity, connectivity, performance, and resiliency of future passenger-rail service on the NEC for both intercity and regional trips, while promoting environmental sustainability and continued economic growth.

The FRA has prepared a Tier 1 Final EIS in cooperation with the Federal Transit Administration and in coordination with multiple other federal and state agencies and stakeholders. This Tier 1 Final EIS describes and summarizes the potential environmental, transportation, and economic effects of the NEC FUTURE Preferred Alternative on the population, and built and natural environments within the Study Area. The FRA identified a Preferred Alternative based on analysis presented in the Tier 1 Draft EIS, stakeholder and public feedback received during the public comment period, and consideration of FRA and U.S. Department of Transportation policy goals and objectives. The Preferred Alternative achieves intercity and regional rail service frequencies consistent with the “grow” vision defined for Alternative 2 in the Tier 1 Draft EIS.

Staff has reviewed the Preferred Alternative, and finds that it includes an ambitious program of capital improvements that would combine to offer meaningful travel time benefits throughout the Northeast Corridor (NEC) system, and even more considerable increases in passenger rail frequencies across all carriers. We believe that implementation of the Preferred Alternative would have important benefits for the DVRPC region, the greater Northeast megaregion, and the national economy as a whole. Staff is prepared to work with our local partners who will be represented on the Service Development Plan Working Group, including SEPTA, NJ TRANSIT, PennDOT, and NJDOT, to collaborate on advancement of the NEC FUTURE program, including development of local Tier 2 studies as appropriate. Staff also recommends inclusion of the NEC FUTURE Preferred Alternative program in DRVPC’s Regional Long-Range Plan (Connections 2045) as an unfunded project aspiration when the Plan is updated in July 2017.

A public comment was received from John Hemphill regarding the NEC Line and that as it passes through Philadelphia there is a dangerous curve as soon as you cross the Schuylkill River near the Philadelphia Zoo and this curve loops in the final approach to 30th Street Station. The Railroad curve may not facilitate a train going 160 mph; either the trains will have to slow down drastically or a new rail line may have to be built over a very long stretch of the river. An additional concern is the NEC with trains at 160 mph along the rail line. The current NEC line is mostly along residential areas; and if a tragedy were to occur the casualties would be increased due to the current location of the rail lines with respect to speed. At the present time if a SEPTA Commuter train is on the rail line that is specifically assigned to it and an ACELA rides by the SEPTA Train the force of the displaced wind shifts the train at the current speed.

A response from DVRPC followed.

Favorable recommendation was received by the Regional Technical Committee, who also noted a concern raised by Delaware County seeking further consideration to include an Amtrak stop in the City of Chester. It was recommended that the Tier 2 studies continue to explore that option.

The Board adopted the following **motion**, with one abstention from Peter Rykard of Chester City:

**MOTION** by Ms. Kichline, seconded by Mr. Kuhn, that the Board support:

The selection of the FRA's NEC Future Tier 1 Final EIS Preferred Alternative and take action to include the Preferred Alternative program in DVRPC's updated Regional Long-Range Plan (Connections 2045) as an unfunded project aspiration.

### **9. DVRPC Non-Profit Subsidiary**

Patty Elkis, DVRPC Director of Planning, explained that as requested at the January 20, 2017 DVRPC Board Policy Analysis Committee meeting, staff has conducted additional research regarding the opportunities, implications, examples and a proposed structure for one or more non-profit subsidiaries at DVRPC.

Executive Director Barry Seymour commented that he recently attended the NARC Conference in Washington, D.C. and some discussion came up regarding MPOs and whether they have non-profit subsidiaries and how they operate. Half of the MPOs in attendance at the conference have non-profit arms, including Kansas City, San Diego, Hartford, and Pittsburgh. He noted that more information and details on this is in the Board packets. If DVRPC decided to pursue this it could do so with existing staff and use current county Board members to serve as the Board of the non-profit, with meetings either quarterly or on an as needed basis and voting could be by majority or consensus. As a bi-state agency DVRPC could set up the non-profit as separate for Pennsylvania and New Jersey since each state has different issues and concerns.

Mark Squilla, City of Philadelphia, introduced Michael Carroll, Deputy Managing Director for Transportation for the City of Philadelphia. Mr. Carroll asked whether DVRPC has thought about how to partner with other non-profits in the region. Ms. Elkis responded that DVRPC would look to partner with regional and local non-profits and noted that the Commission has worked with some in the past, including the Natural Lands Trust. Mr. Carroll also suggested that the voting structure of the non-profits should be by consensus rather than by majority. Mr. Seymour commented that the non-profit subsidiary could provide a tool to help when funding is not available. Michelle Kichline, Chester County, asked about the funding that other MPOs have gotten for the non-profit arm. Mr. Seymour explained that Kansas City has gotten funding from the EDA, CDC, and U. S. Department of Agriculture. Mr. Ritzman, PennDOT, expressed a concern that the work under a non-profit not take away time and resources from the core Work Program tasks. Mr. Seymour noted that most MPOs' non-profit arms are small and did not

interfere with the other projects or planning taking place by the MPO. Calvin Edghill, FHWA NJ, noted that because governments have reduced in size and economic development has lessened this could be helpful for community development and could help deliver on money received for the region. Mr. Seymour suggested that the Board discuss the topic further at an upcoming Board meeting.

## **DISCUSSION ITEMS**

### **10. One Minute Reports**

Mark Squilla, City of Philadelphia, reported that Michael Carroll is the new alternate for the City of Philadelphia and was named the new Deputy Managing Director of Transportation for the City. Mr. Squilla noted that Chris Puchalsky is joining the City as well as the Director of Policy and Strategic Planning Initiatives for the Mayor's Office of Transportation and Infrastructure Systems.

Michelle Kichline, Chester County, reported that the county health department received an award as one of the 50 healthiest counties in the nation. A grant of \$10,000 was awarded to the county and the county has the potential to receive a \$500,000 award if it can reach its goal for the Chesco Walks Program. The goal is to get to one billion steps in a year.

Diane Ellis-Marseglia, Bucks County, reported that Bristol Borough won \$500,000 to help its small business community and will be featured in a series that streams online.

Valerie Arkoosh, Montgomery County, reported that Montgomery County is taking on a multi municipal planning effort with the help of a grant from the William Penn Foundation. The effort will assist the county, in conjunction with the Wissahickon Clean Water Partnership, to develop a TMDL plan.

Dave Kuhn, NJDOT, reported that former two time NJDOT Commissioner Jamie Fox passed away over the weekend.

Jim Ritzman, PennDOT, reported that PennDOT is underway with its 2019 Program Update. PennDOT is looking for public input now and more information is available on PennDOT's website.

Elizabeth Smith, SEPTA, reported that it has been a tough week and that SEPTA will be working with the NTSB on the investigation of the crash. Key cards are fully functioning with travel wallet.

## **PRESENTATION ITEM**

### **11. 2015 Land Use**

Mary Bell, DVRPC Manager, Office of Demographic and Economic Analysis, explained that land use information and analysis is a fundamental tool in the

planning process. DVRPC's 2015 land use file is based on digital orthophotography created from aerial surveillance completed in the spring of 2015. The initial results of the first of two DVRPC 2015 land use products were presented. The products categorize the region's land uses into 31 separate categories identical to those used in each five-year increment since 2000. A second, more detailed product, will be available later this spring.

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

### **a. Provisions if Board Meeting Cannot be Held**

Mr. Seymour called the Board's attention to the revised draft resolution on provisions if Board meeting cannot be held. Counsel has reviewed the resolution and this item will be brought back to the Board in March for a vote.

### **b. Continuity of Operations Plan**

Mr. Seymour reported that staff has been working on a continuity of operations plan in case of an emergency. After PennDOT's electrical fire DVRPC looked into this and the Commission will be able to communicate with Board members via email should an emergency occur.

### **c. Transit Service Planning Course**

Mr. Seymour noted that DVRPC hosted a three day transit service planning course earlier in the month. Over 30 participants from 12 states participated.

### **d. CEO Council for Growth**

Mr. Seymour reported that he met with staff from the CEO Council for Growth ahead of an upcoming Council event. This organization is a subsidiary of the Greater Philadelphia Chamber of Commerce and there is work being done on how transportation investment effects economic development.

### **e. NARC Policy Conference**

Mr. Seymour noted that he recently attended the NARC Policy Conference in Washington, D.C. He noted that a policy letter from several groups, including AMPO, NADO, and NARC was included in the Board packets.

### **f. New Releases**

Mr. Seymour called the Board's attention to some new DVRPC releases including: Land Use 2015; Understanding Congestion newsletter; Municipal Implementation Tool #29: Effective Use of Tax Incentives within Greater Philadelphia.

### **g. Regional Streetlight Procurement Program**

Mr. Seymour reported that DVRPC's Liz Compitello has been working hard on the Regional Streetlight Procurement Program and that 35 communities are moving forward with this program. Of these 35, 11 are using self-financing and 24 are financing through PennSEF. The closing on those using financing is February 15 and the cash transactions close tomorrow. The program will bring 28,000 lighting fixtures to the communities, with construction and installation starting in April. It is estimated that this program will save the communities \$1.5 million annually.

h. Chris Puchalsky's Departure

Mr. Seymour reported that after almost 10 years Chris Puchalsky is leaving DVRPC and joining the Mayor's Office of Transportation and Utilities.

**13. Committee Reports**

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

- (1) Regional Technical Committee (RTC)
- (2) Healthy Communities Task Force (HCTF)

**OLD BUSINESS**

No old business was stated.

**NEW BUSINESS**

No new business was stated.

There being no further business, the meeting was adjourned at 12:07 p.m. on a **MOTION** by Mr. Kuhn, seconded by Mr. Levecchia.

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I certify that this is a true and correct copy.

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Renee Wise, Recording Secretary