

DELAWARE VALLEY REGIONAL PLANNING COMMISSION
PLANNING COORDINATING COMMITTEE/
REGIONAL TRANSPORTATION COMMITTEE
January 10, 2012 Meeting Highlights
DVRPC Conference Room, Philadelphia, PA

1. Call to Order - Chairperson's Comments

Carol Thomas (Chairperson – Burlington County) welcomed everyone and called the meeting to order.

2. Deputy Executive Director's Report

Don Shanis (DVRPC) updated the members on the December 1, 2011 Board meeting.

ACTION ITEMS

3. Highlights of the Meeting of November 15, 2011

The highlights from the November 15, 2011 meeting of the PCC/RTC were presented for adoption.

Motion: by Jessica Savidge-Lucas, seconded by Barbara Holcomb to adopt the highlights for the November 15, 2011 PCC/RTC meeting.

Motion passed. All votes were cast in favor of the motion.

4. DVRPC Transportation Improvement Program (TIP) Actions

Elizabeth Schoonmaker (DVRPC) presented five TIP amendments for consideration.

a. PA11-55: SEPTA Bus Purchase Program – 60' (MPMS# 90512), SEPTA

SEPTA has requested that DVRPC modify the FY2011-2014 TIP for Pennsylvania by increasing the FY12 purchase phase of the SEPTA Bus Purchase Program- 60' (MPMS# 90512) by \$5,555,556 in FY12 (\$5,000,000 5308/\$537,639 1514 B/\$17,917 Local). SEPTA was awarded \$5,000,000 federal discretionary funding for the SEPTA Bus Purchase Program (MPMS# 90512) under the FTA Bus and Bus Facilities Clean Fuels program. This grant provides funding for the cost differential between straight diesel buses and hybrid (diesel/electric) buses in the replacement of 40-foot diesel buses that have exceeded their useful life. SEPTA will be awarding a contract for their 2012-2015 bus purchase within the next 6 months, and funding programmed in this MPMS # (90512) and the "Flex" project (MPMS #65109 in the highway section of the TIP) will be used to help pay for award of this contract. The Bus Purchase Program provides for the purchase of 155 sixty-foot articulated replacement buses with an option to purchase 50 additional replacement buses and ninety 40-foot replacement buses with a 10 bus option in this contract over a four year period (Fiscal Year 2012-2015). In order to accurately reflect the various bus sizes to be included in this next contract, SEPTA is also requesting that the scope of

MPMS #90512 be revised to include discussion of the replacement of ninety 40-foot diesel buses. The title of MPMS #90512 will be changed to 'SEPTA Bus Purchase Program.' SEPTA will purchase as many hybrid buses as possible in this contract, but funding constraints dictate that all buses may not be hybrid. 40-foot buses are typically hybrid vehicles, but all 60-foot vehicles may not be.

SEPTA's Bus Fleet Management Plan provides for the acquisition of different size buses based upon needs and route characteristics. The current bus fleet consists of a variety of buses ranging from 60-foot articulated and 40-foot buses for City Transit and Suburban service routes to 27-foot and 30-foot buses for contracted service routes.

Operating hybrid (diesel/electric) buses enables SEPTA to significantly reduce engine exhaust emissions in the region and increase fuel efficiency. Hybrid buses reduce emissions in the following areas: carbon monoxide, nitrous oxide, hydrocarbons, particulate matter, and carbon dioxide. In addition to emission superiority, the hybrids have achieved greater gas mileage, superior brake lining and faster acceleration.

Each new bus will have a public address system that will enable the operator to clearly communicate with passengers inside and outside the vehicle. For the hearing and visually impaired, an audio/visual announcement system will be installed, which will automatically announce upcoming bus stops and informational messages. All buses will be low-floor and equipped for wheelchairs to address accessibility needs. Additional features include an on-board video surveillance system and a bicycle rack.

b. PA11-56: Energy Wayside Storage Project (MPMS# 94805), SEPTA

SEPTA has requested that DVRPC amend the FY2011-2014 TIP for Pennsylvania by adding a new project to the TIP: The Energy Wayside Storage Project (MPMS# 94805). Funding for this project is provided through the FTA discretionary Transit Investments for Greenhouse Gas and Energy Reduction (TIGGER) program. This grant will fund the installation of an energy storage device at a substation on the Market-Frankford Line. The total amount for this project is \$1,800,000 (\$1,440,000 Federal TIGGER/ \$348,390 State Section 1514 Bond/ \$11,610 local).

The grant will fund the purchase of a battery storage device, which will be integrated with SEPTA's propulsion system at a substation to allow the capture, storage, and reuse of regenerated energy created by braking trains along the line. In addition to reducing electricity consumption from propulsion power demand, the grant will also allow SEPTA to leverage the newly stored energy as a source of additional economic value. SEPTA will partner with a smart grid services provider to strategically sell stored energy back to the electricity grid, improving the return-on-investment of the project as a whole. The storage device is anticipated to reduce energy consumption by 16 percent.

Motion: by Tom Shaffer, seconded by Jim Mosca to recommend the Board modify the FY2011-2014 TIP for Pennsylvania by increasing the FY12

Purchase phase of the SEPTA Bus Purchase Program (MPMS# 90512) by - \$5,555,556 (FY12 \$5,000,000 5308/\$537,639 1514 B/\$17,917 local). Also, revise the scope of the project to include replacement of ninety 40-foot diesel buses with ninety 40-foot hybrid buses and to change the project title to 'SEPTA Bus Purchase Program'; and to amend the FY2011-2014 TIP for Pennsylvania by adding a new project to the TIP: The Energy Wayside Storage Project (MPMS# 94805).

Motion passed. All votes were cast in favor of the motion.

c. NJ12-04: South Pemberton Road (DB# D9912), Burlington County

Burlington County has requested that DVRPC amend the FY2012-2015 TIP for New Jersey by breaking out Phase 2 of the South Pemberton Road, CR 530 project into a new project: South Pemberton Road, CR 530 Phase 2 (DB# D9912A). The cost estimates for both Phase 1 and Phase 2 have been revised so that the overall corridor cost (Phase 1 plus Phase 2) is increasing by \$9,330,000 from \$24,452,000 to \$33,782,000; Construction is increasing by \$2,131,000 and ROW is increasing by \$7,199,000. It is proposed that the project be broken out into two separate phases; Phase 1 will carry \$3,583,000 for construction, and Phase 2 will carry the new \$7,199,000 ROW phase and \$23,000,000 for construction. The South Pemberton Road, CR 530 project has been carried as a single project with multiple phases for several years while issues with NEPA clearance and the Pinelands Commission have been negotiated, and as agreements have recently been reached, the FY12 construction phase for Phase 1 is expected to be obligated this year, and the ROW acquisition for Phase 2 can also commence this FY12, with Phase 2 construction expected to begin in FY14. Close to \$10,000,000 in DEMO (earmark) funds are available to this project and will be used to help advance both Phase 1 and Phase 2. Further, the project titles, descriptions, and limits will need to be revised for both Phase 1 and Phase 2 projects to appropriately reflect the 2 separate projects. The following programming is requested: FY12 construction \$800,000 STP-STU and FY12 construction \$2,782,982 DEMO for South Pemberton Road, CR 530 Phase 1 (DB# D9912). FY12 right-of-way \$7,199,200 HPP20, FY14 construction \$1,855,000 STP-STU, FY15 construction \$3,000,000 STP-STU, FY16 construction \$5,000,000 STP-STU, FY17 construction \$7,292,000 STP-STU, FY18 construction \$5,853,000 STP-STU for South Pemberton Road, CR 530 Phase 2 (DB# D9912A).

The full corridor improvements detailed in the original project provide for the reconstruction of CR 530 from Rt. 206 to CR 644 to improve safety, reduce accidents, facilitate left-turn movements with a new continuous center left-turn lane, add 6 foot shoulders, and relocate the intersection of Magnolia Road (CR 644) and

CR 530. In 2001 DVRPC completed a Route 38 Corridor study which identified this problem location as an identified center, a high priority, and the improvement as having safety and congestion benefits. Additionally, over the last 12 years there have been 12 fatalities on this stretch of roadway. Crash data over the last 5 years (2006-2010) also documents 348 crashes in this segment, including 94 injury crashes. Phase 1 construction relocates the existing Magnolia Rd. (CR 644) & Hampton St. (CR 530) intersection to the east, installs a new fully actuated traffic

signal and constructs a new Magnolia Road ramp to intersect with Hanover Street (CR 616). Right-of-Way was authorized for Phase 1 in 2010 in the amount of \$542,300. The County currently has control of all parcels necessary to build this phase and will be applying shortly for construction authorization. Phase 2 right-of-way acquires easements and/or full takings of over 90 parcels and provides for the environmental clean-up and demolishing of all structures. This project will also include tree clearing to accommodate the future road width. Phase 2 construction will reconstruct and widen approximately 2.7 miles of CR 530 (S. Pemberton Rd.) from Hanover St. (CR 616) in Pemberton Borough to US Route 206 in Southampton Township. The widening of the roadway is not an additional through lane, but will include a 5 lane cross-section that contains a continuous turn lane and new 6 foot shoulders. There are many driveways/access points along the corridor, and the continuous turn lane is to provide a safe way to get out of the main flow of traffic and reduce collisions during turns off the roadway. A fully actuated traffic signal will be installed at the intersection of CR 530 and Birmingham Road.

d. NJ12-05: Smithville Road Bridge over Rancocas Creek, CR 684 (DB# D9903), Burlington County

Burlington County has requested that DVRPC modify the FY2012-2015 TIP for New Jersey by adding a \$500,000 STU funded final design phase for Smithville Road Bridge over Rancocas Creek, CR 684 (DB # D9903) in FY12. And shift the FY12 construction phase (\$2,500,000 STP-STU) to FY13. The replacement of Smithville Bridge will proceed to final design in FY12 as the phase was not authorized in FY11.

This project will provide for the replacement of Smithville Road Bridge over the Rancocas Creek. This two-lane bridge carries an AADT of about 3,200 vehicles. The road is classified as an Urban Collector. The current sufficiency rating for the bridge is 22.7.

Motion: by Ed Williams, seconded by Andrew Levecchia to recommend the Board amend the FY2012-2015 TIP for New Jersey by breaking out Phase 2 of the South Pemberton Road, CR 530 project into a new project, South Pemberton Road, CR 530 Phase 2 (DB# D9912A), and change the programming to reflect the following: FY12 construction \$800,000 STP-STU and FY12 construction \$2,782,982 DEMO for South Pemberton Road, CR 530 Phase 1 (DB# D9912); FY12 right-of-way \$7,199,200 HPP20, FY14 construction \$1,855,000 STP-STU, FY15 construction \$3,000,000 STP-STU, FY16 construction \$5,000,000 STP-STU, FY17 construction \$7,292,000 STP-STU, FY18 construction \$5,853,000 STP-STU for South Pemberton Road, CR 530 Phase 2 (DB# D9912A). Further, revise the project titles, descriptions, and limits for both Phase 1 and Phase 2 projects to appropriately reflect the 2 separate projects; and to modify the FY2012-2015 TIP for New Jersey by adding a \$500,000 STU funded final design phase for Smithville Road Bridge over Rancocas Creek, CR 684 (DB # D9903) in FY12. And shift the FY12 construction phase (\$2,500,000 STP-STU) to FY13.

Motion passed. All votes were cast in favor of the motion.

e. NJ12-06: Cleveland Avenue, Reconstruction, ARRA (DB# FSD09521A), Camden City

The City of Camden has requested that DVRPC amend the FY2012-2015 TIP for New Jersey by adding this project back into the TIP with \$800,000 (\$500,000 STP-STU/\$300,000 Local) funds for construction in FY12 for Cleveland Avenue, Reconstruction, ARRA (DB # FSD09521A) project in FY12. The additional funds would address the low-bid for construction of this project and enable the City of Camden to award the contract.

This project involves re-construction, from North 30th Street to North 34th Street. Major work items are roadway excavation, asphalt surface and base courses, curb, curb ramps, sidewalks, driveway aprons and drainage items. The total construction cost of this project is \$1.3 million. \$500,000 of federal STP-STU funds have already been obligated, and Camden is contributing \$300,000 Local UEZ (Urban Enterprise Zone) to address the overage.

The proposed project is on Cleveland Avenue (30th Street to 34th Street). This project is compatible with the strategies and policies of the New Jersey State Development and Redevelopment plans as it renews existing infrastructure in order to direct development into one of New Jersey's most depressed urban centers. The proposed improvements will help to reverse the long-time trend in New Jersey of abandoning cities and downtowns in favor of suburban sprawl and supports the redevelopment of urban areas as vibrant area of cultural and economic activity. This transportation route will serve and enhance pedestrian and vehicular circulation between 27th Street Commercial Corridor and the 36th Street RiverLine Station. It is believed that this would increase commerce and growth of the 27th Street commercial district due to improved accessibility for residents, workers and other potential shoppers.

Motion: by Barbara Holcomb, seconded by Jessica Savidge-Lucas to recommend the Board amend the FY2012-2015 TIP for New Jersey by adding this project back into the TIP with \$800,000 (\$500,000 STP-STU/\$300,000 Local) funds for construction in FY12 for Cleveland Avenue, Reconstruction, ARRA (DB # FSD09521A) project in FY12.

Motion passed. All votes were cast in favor of the motion.

5. Fiscal Year 2012 Planning Work Program Amendments

To respond to the needs of member governments and agencies, work program changes and additions are brought to the PCC/RTC to permit the timely undertaking of technical activity.

a. Schuylkill Expressway Operational Research Model - Continuation

The continuation of this project will provide for the completion of the development of a traffic operations research model for the Schuylkill Expressway mainline, interchange ramps, and the signalized ramp intersections with crossing streets for the whole 23 mile length from the Walt Whitman Bridge to the Pennsylvania

Turnpike. This model will simulate the travel of individual vehicles along the I-76 corridor during AM peak period, PM peak period, and a mid-day period, under both current (2010) and forecasted future year (2035) conditions. This model can provide performance measures such as average vehicle speeds, density, throughput, stops, delay, and queue lengths. Because the entire Expressway will be modeled as a system, the effects of “spillback” from downstream congestion will be included in the analysis.

In addition, animated graphics will allow visualization of traffic operations under prevailing conditions, including the effects of merging and weaving sections, lane drops, and lane changing behavior. Once this model is in place and fully tested, it can then be used to evaluate the effectiveness of conceptual improvement strategies such as new interchange configurations and locations, the addition of freeway auxiliary lanes, ramp metering and other transportation systems management schemes. The model can also be used to evaluate the effects of incidents, work zones, and other special events on Expressway operations.

This project is the first application of DVRPC’s new integrated modeling programs - VISUM and VISSIM. John Ward (DVRPC) asked that the RTC recommend the Board amend the DVRPC FY12 Planning Work Program to include this project.

Motion: by Leo Bagley, seconded by Matthew Lawson to recommend that the Board amend the DVRPC Fiscal Year 2012 Planning Work Program to include the Schuylkill Expressway Operational Research Model – Continuation project.

Motion passed. All votes were cast in favor of the motion.

b. FTA Climate Change Adaptation Assessment Pilot Program

Through this project, DVRPC will work with ICF International and SEPTA to pilot test an approach for assessing the vulnerability of SEPTA’s regional rail system to projected changes in climate. This project is one of seven climate change adaptation pilots recently awarded by the Federal Transit Administration (FTA). This project will build a strategic partnership between the climate change adaptation expertise of ICF International, the transit system planning and operation expertise of SEPTA, and the stakeholder facilitation, climate change adaptation, and environmental planning expertise of DVRPC. The results of this project will inform the FTA’s efforts to evaluate and understand the impacts of climate change on transit agency operations and assets, and will help them better provide transit agencies with guidance on assessing vulnerability and increasing resilience to the impacts of climate change. The analysis will evaluate historical data on weather-related service disruptions to SEPTA’s regional rail system as a proxy for the types of events that might be expected under future climate conditions. The project will supported by a stakeholder implementation committee including the City of Philadelphia, County Planning Commissions, PA DEP, US EPA, Amtrak, FEMA, and PEMA.

DVRPC's portion of the project is \$18,960. Total project cost is approximately \$144,000. ICF International will serve as the project manager. DVRPC's work will focus on stakeholder engagement, GIS support, and review and advice on methodology and data. This project will build on DVRPC's climate change vulnerability expertise gained through several projects, including DVRPC's recent FHWA-funded work with NJDOT, NJTPA, and SJTOP evaluating the vulnerability of transportation infrastructure FHWA in New Jersey. Rob Graff (DVRPC) asked that the RTC recommend the Board amend the DVRPC FY12 Planning Work Program to include this project.

Motion: by Leo Bagley, seconded by Zoe Robertson to recommend that the Board amend the DVRPC Fiscal Year 2012 Planning Work Program to include the FTA Climate Change Adaptation Assessment Pilot Program project.

Motion passed. All votes were cast in favor of the motion.

6. DVRPC Fiscal Year (FY) 2013 Planning Work Program

The Draft Planning Work Program for FY 2013 was approved by the Board for distribution and review, with the public comment period closing on January 13, 2012. DVRPC staff are in the process of responding to comments that have been received and are working to resolve any open issues. After Board adoption, relevant revisions will continue to be incorporated into the Work Program and the Final document will be produced. John Griffies (DVRPC) asked the RTC to recommend that the Board adopt the Final FY 2013 Planning Work Program, pending the resolution of any outstanding comments and issues.

Motion: by Leo Bagley, seconded by Andrew Levecchia to recommend that the Board adopt the Final FY2013 Planning Work Program, pending the resolution of any outstanding comments and issues.

Motion passed. All votes were cast in favor of the motion.

7. Updates to DVRPC Documents Related to Public Participation Activities

Because of Action taken by the Board in October 2011 to replace the Regional Citizens Committee with a Public Participation Task Force, DVRPC must update several documents to reflect this new direction in Public Participation.

a. Approval to Release the Draft DVRPC Public Participation Plan: A Strategy for Citizen Involvement for Public Comment

Because of action taken by the Board in October 2011 to replace the Regional Citizens Committee with a Public Participation Task Force, DVRPC must update its Public Participation Plan to reflect this new direction in engagement and outreach.

The DVRPC Public Participation Plan, *A Strategy for Citizen Involvement*, outlines how the Commission is meeting all federal public participation mandates, and will be updated to reflect the Commission's current outreach activities, particularly the Public Participation Task Force. Last adopted in 2008, this revised Public Participation Plan will also include more recent outreach initiatives such as the Regional Student Forum and the Environmental Justice Work Group. The update provides an excellent opportunity for the Commission to reaffirm its commitment to a transparent, open, and inclusive planning process.

The Draft Plan is scheduled to be released for a 45-day public comment period beginning on January 30, 2012 and ending on March 14, 2012. This comment period will include public notification to over 9000 citizens, business leaders, governments and organizations; documentation in regional libraries; legal notices; media outreach; placement on the Commission's website; and a public meeting. At its March 23, 2012 meeting, the Board will be asked to review comments received during the public comment period and to adopt the updated Public Participation Plan.

Candace Snyder (DVRPC) asked the RTC to recommend the Board authorize staff to open a 45-day public comment period on January 30, 2012 for the purpose of gathering public and agency comments on the Draft DVRPC Public Participation Plan: *A Strategy for Citizen Involvement*.

b. Memorandum of Understanding between the Delaware Valley Regional Planning Commission and the New Jersey Department of Transportation and the New Jersey Transit Corporation and Memorandum of Understanding Concerning Special Procedures for Expediting TIP Amendments and Modifications for the Pennsylvania Portion of the DVRPC Region

Because of action taken by the Board in October 2011 to replace the Regional Citizens Committee with a Public Participation Task Force, DVRPC must update the MOUs between DVRPC and its state planning partners. The purpose of these MOUs is to establish a set of procedures employed by DVRPC and its member agencies to expedite amendments and modifications to the regional Transportation Improvement Programs.

The existing MOUs note that the Regional Citizens Committee (RCC) will review TIP amendments and modifications. Now, the MOUs will state that the public can comment on TIP actions via the RTC and through the many opportunities outlined in DVRPC's Public Participation Plan. In addition to posting Board action items on www.dvrpc.org, with an opportunity for the public to comment online, Board agendas are also available in DVRPC's Resource Center, and are mailed to 25 libraries throughout the region. The public may also submit comments via mail, fax, and e-mail, and may attend both the RTC and Board meetings.

Candace Snyder (DVRPC) asked the RTC to recommend that the Board reaffirm the Memorandum of Understanding (MOU) between the Delaware Valley

Regional Planning Commission (DVRPC), the New Jersey Department of Transportation, and the New Jersey Transit Corporation and the MOU Concerning Special Procedures for Expediting TIP Amendments and Modifications for the Pennsylvania Portion of the DVRPC Region.

Motion: by Jessica Savidge Lucas, seconded by Barbara Holcomb to recommend the Board authorize staff to open a 45-day public comment period on January 30, 2012 for the purpose of gathering public and agency comments on the Draft DVRPC Public Participation Plan: A Strategy for Citizen Involvement; and that the Board reaffirm the Memorandum of Understanding (MOU) between the Delaware Valley Regional Planning Commission (DVRPC), the New Jersey Department of Transportation, and the New Jersey Transit Corporation and the MOU Concerning Special Procedures for Expediting TIP Amendments and Modifications for the Pennsylvania Portion of the DVRPC Region.

Motion passed. All votes were cast in favor of the motion.

8. 2040 Population Forecasts

As a critical component of DVRPC's long-range planning process, staff has worked with member county planning agencies to prepare county and municipal-level population forecasts in five-year increments through 2040, using 2010 Census data as the base. Mary Bell (DVRPC) asked that the RTC recommend the Board approve the 2040 population forecasts.

Motion: by Barbara Holcomb, seconded by Anthony Santaniello to recommend the Board approve the 2040 population forecasts.

Motion passed. All votes were cast in favor of the motion.

PRESENTATION ITEMS

9. RIMIS Deployment Update

DVRPC's Regional Integrated Multi-modal Information Sharing (RIMIS) system is proving to be a great tool for emergency responders and operating agencies in their battle against highway incidents and traffic congestion. Stan Platt (DVRPC) provided an update on how this system is being used and which agencies are currently using it in their daily operations.

10. Recent Products from the DVRPC Safety & Security Program

Presentation postponed to the February 2012 RTC meeting.

INFORMATION ITEMS

11. One Minute Reports

PCC/RTC Members and guests were invited to provide updates on the activities of their agencies.

12. **Old Business and New Business**

13. **Meeting Adjournment**

Motion: *by Barbara Holcomb, seconded by Jessica Savidge-Lucas to adjourn the PCC/RTC Meeting.*

Motion passed. All votes were cast in favor of the motion.

The next scheduled meeting of the PCC/RTC is February 7, 2012.

DVRPC fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. DVRPC's website may be translated into Spanish, Russian, and Traditional Chinese online by visiting www.dvrpc.org. Publications and other public documents can be made available in alternative languages or formats, if requested. For more information, please call (215) 238-2871.

ATTENDANCE**Voting Members**

Bucks County
Burlington County
Camden County
Chester County
City of Camden
City of Chester
City of Trenton
Delaware County
Delaware River Port Authority
Gloucester County
Mercer County
Montgomery County
NJ Department of Transportation
NJ Department of Environmental Protection
NJ Department of Community Affairs
New Jersey Transit Corporation
PA Department of Environmental Protection
PA Department of Transportation
PA Governor's Policy Office
City of Philadelphia – City Planning Commission
City of Philadelphia – Department of Streets
City of Philadelphia – Mayor's Office of Transportation
Southeastern PA Transportation Authority

Non-Voting Members

Delaware River Joint Toll Bridge Commission
Delaware Valley Goods Movement Task Force
Federal Highway Administration - NJ Division
Federal Highway Administration - PA Division
Federal Transit Administration - Region III
Greater Philadelphia Chamber of Commerce
Transportation Operations Task Force
NJ Turnpike Authority
New Jersey TMAs
Pennsylvania Bus Association
Pennsylvania TMAs
Pennsylvania Turnpike Commission
Philadelphia Regional Port Authority
Pottstown Urban Transit
South Jersey Port Corporation
South Jersey Transportation Authority
US EPA - Region II
US EPA - Region III

Representative

Richard Brahler
Carol Thomas
Andrew Levecchia
Natasha Manbeck
Ed Williams
(not represented)
(not represented)
Tom Shaffer
Barbara Holcomb
Jessica Savidge-Lucas
Matthew Lawson
Leo Bagley
Andy Clark
(not represented)
(not represented)
Lou Millan
(not represented)
James Mosca
(not represented)
Anthony Santaniello
Michelle Webb
Stephen Buckley
Zoe Robertson

Representative

(not represented)
Kelvin MacKavanagh
(not represented)
Camille Otto
(not represented)
(not represented)
(not represented)
(not represented)
William Ragozine
(not represented)
Rob Henry
Don Steele
David Harvey
(not represented)
(not represented)
(not represented)
(not represented)
Martin Kotsch

ATTENDANCE (cont'd)

Other Member Representatives and Guests

Patricia Ellis – City of Philadelphia
Greg Young – Philadelphia Streets Department
Jody Holton – SEPTA
Jim Richardson – Citizen
Lorraine Brill – Citizen
Jan Kopple – TransSystems
Cheryl Brennan – NJDOT
Mike Schultz – PennDOT Central Office
Bill Deguffrey – Chester County Planning Commission
Matt Edmond – Montgomery County Community College

DVRPC Staff

Charles Dougherty
Joseph Hacker
Chris Puchalsky
Elizabeth Schoonmaker
Don Shanis
Matthew West
Stan Platt
Karen Cilurso
Rick Murphy
John Griffies
Rob Graff
Mary Bell
Patty Elkis
Rich Bickel