

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

BOARD COMMITTEE

Minutes of Meeting of January 26, 2012

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

Membership Present

New Jersey Department of Community Affairs
New Jersey Department of Transportation
Pennsylvania Department of Transportation

New Jersey Governor's Appointee
Pennsylvania Governor's Appointee
Pennsylvania Governor's Policy & 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

Representative

James Requa
David Kuhn
James Ritzman
James Mosca
David Reiner
Ronald Henry
Bryan Kendro
Diane Ellis-Marseglia
Lynn Bush
Ronald Bailey
John Pickett
Leslie Richards
Steve Nelson
Carol Thomas
Louis Cappelli, Jr. Esq.
Andrew Levecchia
Richard Westergaard
Donna Lewis
Mayor John Linder
Whitney White
Steve Buckley
Edward Williams
Hoggarth Stephen

Non-Voting Members

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

Ernie Blais
(not represented)

(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	John Rink
Pennsylvania Department of Community and Economic Development	Lisa Worden
New Jersey Office for Planning Advocacy	Katherine Meade

DVRPC Co-Counsel

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

DVRPC Staff: Barry J. Seymour, Donald Shanis, Richard Bickel, Charles Dougherty, Tom McGovern, John Ward, Elizabeth Schoonmaker, Chris Puchalsky, Robert Graff, Mary Bell, Stacy Bartels, Patty Elkis, John Griffies, Candace Snyder, and Jean McKinney.

Guests

Delaware River Joint Toll Bridge Commission	Glenn Reibman
Cross County Connection TMA	William Ragozine
Residents for Regional Traffic Solutions, Inc.	Sue Herman
Pennsylvania Transit Expansion Coalition	John Frey
Citizens	Jerry Lutin
	Warren Strumpfer
	Larry Menkes
	Tom McHugh
PlanPhilly	Anthony Campisi

Call to Order - Chair's Comments

Chair Louis Cappelli called the meeting to order at 10:04 a.m. Chair Cappelli welcomed Commissioner Leslie Richards the newly appointed Montgomery County representative to the Board. Chair Cappelli also introduced Lisa Worden, Pennsylvania Department of Community and Economic Development, Mayor John Linder from the City of Chester, and John Rink, General Manager of the Port Authority Transit Corporation.

1. Minutes of Meeting of December 1, 2011

On a Motion by Mr. Kuhn, seconded by Mr. Bailey, the minutes of December 1, 2011 were approved as distributed.

2. Transportation Improvement Program (TIP) Action

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

a. PA11-55: SEPTA Bus Purchase Program – 60 Foot (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 foot (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 six 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.

Financial constraint will be maintained as these are additional funds to the DVRPC region and the TIP's current conformity finding will not be impacted by this amendment since this project is exempt from the regional air quality conformity analysis.

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.

Financial constraint will be maintained as these are additional funds to the DVRPC region and the TIP's current conformity finding will not be impacted by this amendment since this project is exempt from the regional air quality conformity analysis.

Favorable recommendation was received from the Planning Coordinating Committee/Regional Transportation Committee (PCC/RTC) to approve TIP Actions PA11-55 and PA11-56.

A public comment was received on these items referring to the discontinued Regional Citizens Committee.

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

MOTION by Mr. Pickett, seconded by Mr. Buckley, that the Board approve the following TIP actions:

- (1) PA11-55, SEPTA's request to 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".
- (2) PA11-56, SEPTA's request to amend the FY2011-2014 TIP for Pennsylvania by adding a new project to the TIP: The Energy Wayside Storage Project (MPMS #94805), using (\$1,440,000 Federal TIGGER/\$348,390 State Section 1514 Bond/\$11,610 local) for a total of \$1,800,000. Funding for this project is provided through the FTA discretionary Transit Investments for Greenhouse Gas and Energy Reduction (TIGGER) Program, and are additional funds to the DVRPC region.

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 six 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 five years (2006-2010) also documents 348 crashes in this segment, including 94 injury crashes. Phase 1 construction relocates the existing Magnolia Road (CR 644) & Hampton Street (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 Road) from Hanover Street (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 five lane cross-section that contains a continuous turn lane and new six 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.

Financial constraint will be maintained by making adjustments to other existing TIP projects whose schedules or costs have changed and the TIP's current conformity finding will not be impacted by this modification. This project is included in the current conformity analysis and the change in schedule will not

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.

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

Favorable recommendation was received from the PCC/RTC that the Board approve TIP Action NJ12-04 and TIP Action NJ12-05.

One comment in favor of NU 12-04 was received from the Bicycle Coalition of Greater Philadelphia.

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

MOTION by Ms. Thomas, seconded by Mr. Requa, that the Board approve the following TIP Actions:

- (1) NJ12-04, Burlington County's request 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), 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.

- (2) NJ12-05, Burlington County's request to modify the FY2012-2015 TIP for New Jersey by adding a \$500,000 STP-STU final design phase in FY12 and shifting the FY12 construction phase (\$2,500,000 STP-STU) to FY13 for Smithville Road Bridge over Rancocas Creek, CR 684 (DB# D9903).

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.

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

Favorable recommendation was received from the PCC/RTC that the Board approve TIP Action NJ12-06.

One public comment was received in favor of this project from the Bicycle Coalition of Greater Philadelphia.

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

MOTION by Mr. Williams, seconded by Ms. Lewis, that the Board approve TIP Action NJ12-06, The City of Camden's request to amend the FY2012-2015 TIP for New Jersey by adding the Cleveland Avenue, Reconstruction, ARRA (DB # FSD09521A) project back into the TIP using \$500,000 STP-STU for construction in FY12. Further remove "ARRA" from the title as this is no longer an ARRA project.

3. DVRPC Fiscal Year 2012 Planning Work Program Amendments

a. Schuylkill Expressway Operational Research Model - Continuation

John Ward, DVRPC Associate Director, Planning Division, Intermodal Planning Unit, explained to the Board that 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.

The cost and source of Funds is \$60,000 in funds from Pennsylvania TIP MPMS #86074.

Favorable recommendation was received from the PCC/RTC to amend the DVRPC FY 2012 PWP to include the *Schuylkill Expressway Operational Research Model - Continuation*.

One public comment was received in favor of this project and one comment was received in regard to the discontinued Regional Citizens Committee.

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

MOTION by Mr. Ritzman, seconded by Mr. Buckley, that the Board amend the DVRPC FY 2012 Unified Planning Work Program to include the *Schuylkill Expressway Operational Research Model - Continuation*.

b. DVRPC FY 2012 Planning Work Program Amendment: Climate Change Vulnerability and Risk Assessment for SEPTA's Regional Rail

Robert Graff, DVRPC Manager, Office of Energy and Climate Change Initiatives, explained to the Board that 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 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 be 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.

The cost and source of funds is \$18,960, fully funded from FTA via a subcontract from ICF International.

Favorable recommendation was received from the PCC/RTC to amend the DVRPC FY 2012 PWP to include the Climate Change Vulnerability and Risk Assessment for SEPTA's Regional Rail project.

No public comments were received for this action item.

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

MOTION by Mr. Bailey, seconded by Mr. Henry, that the Board amend the DVRPC FY 2012 Planning Work Program to include the Climate Change Vulnerability and Risk Assessment for SEPTA's Regional Rail project.

4. Adoption of DVRPC Fiscal Year 2013 Unified Planning Work Program

John Griffies, DVRPC Contracts and Purchasing Manager, explained to the Board that the Fiscal Year 2013 Unified Planning Work Program (UPWP) consists of: (1) DVRPC's Regular Work Program, (2) Supportive Regional Highway Planning Program (SRHPP), and (3) Transit Support Program (TSP). The Planning Work Program reflects the policy direction provided by the Board's Planning Work Program Committee and the input from member governments, operating agencies and other regional organizations.

All comments and changes to the Draft Work Program were distributed to the Board and incorporated into the Work Program where appropriate. Any further comments from the Federal agencies will also amend the Work Program where appropriate.

To support certain projects the Board has selected for the DVRPC FY2013 UPWP, the following TIP Actions will need to be made to the FY2012 TIP for New Jersey and the FY2011 TIP for Pennsylvania. The source of funds for projects in New Jersey and Pennsylvania will be obtained by making adjustments to other existing TIP projects whose schedules or costs have changed.

TIP Action NJ 12-07: FY2013 UPWP Projects Funded by NJ FY12 TIP Funds

- Central Jersey Transportation Forum (Increase) (X30A) (\$175,000 Federal)	\$100,000
- RIMIS (Increase) (01300) (\$245,875 Federal)	\$145,875

- Update Travel Simulation Model (Increase)
(X30A) (\$471,975 Federal) \$471,975

Total	<u>\$717,850</u>
Federal	\$717,850
State	\$0
Local	\$0

TIP Action PA11-58: FY2013 UPWP Projects Funded by PA FY11 TIP Funds

- RIMIS (Increase)
(MPMS #72738) (\$590,100 CMAQ/\$147,525 State) \$737,625
- PA Local Scoping (Increase)
(MPMS #76972) (\$500,000 Federal) \$500,000
- Update Travel Simulation Model (Increase)
(MPMS # 86077)(\$1,155,525 Federal) \$1,155,525

Total	<u>\$2,393,150</u>
Federal	\$2,245,625
State	\$147,525
Local	\$0

Favorable recommendation was received from the PCC/RTC to adopt the DVRPC Fiscal Year 2013 Unified Planning Work Program.

A public comment was received in regard to the discontinued Regional Citizens Committee.

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

MOTION by Mr. Kuhn, seconded by Ms. Thomas, that the Board approve the FY 2013 DVRPC Unified Planning Work Program, authorize the Executive Director to submit applications and documentation as may be required to fund the program and enter into, negotiate and execute all required contracts and agreements by adopting Resolution No. B-FY12-004 (copy attached). Further, approve the actions to amend or modify the FY 2012 TIP for New Jersey and the FY 2011 TIP for Pennsylvania as required.

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

Candace Snyder, DVRPC Director, Communications and Public Affairs, explained to the Board that as a result 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 (distributed to the Board) 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.

Favorable recommendation was received from the PCC/RTC that the Board approve the release, for public comment, of the draft DVRPC Public Participation Plan.

Sue Herman, President, Residents for Regional Traffic Solutions, Inc. commented on her support for continuation of the Regional Citizens Committee (RCC). Ms. Herman also asked Ms. Snyder to elaborate on the process of the public comment period for the Draft Public Participation Plan such as who will review the comments, what will be revised in the draft, and will the public have an opportunity to review the comments and revisions.

Ms. Snyder responded that the process is essentially the same as previous revisions of the Plan. All comments will be reviewed by DVRPC staff and forwarded to the Executive Office (Barry Seymour and Donald Shanis) and Plan will be revised as needed. Ten days prior to the March Board meeting the revised Plan will be issued to the Board and the public for review.

Ms. Herman was also concerned that if the public comment period ends on March 14, 2012 only eight days would remain before adoption of the Plan at the March 22, 2012 Board meeting. Ms. Herman requested at least 10 days to review the revised

Plan. An extension for adoption of the Plan was agreed upon by the DVRPC until the April Board meeting to allow for additional public review and comment.

Tom McHugh, Wyncote, addressed the Board with his comments in favor of continuing the Regional Citizens Committee.

Larry Menkes, Warminster Township, Bucks County, also commented on the Draft Public Participation Plan.

After discussion, the board unanimously adopted the following **motion**:

MOTION by Ms. Lewis, seconded by Mr. Henry, that the Board authorizes 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*.

6. **Approval of a 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 a MOU Concerning Special Procedures for Expediting TIP Amendments and Modifications for the Pennsylvania Portion of the DVRPC Region**

Ms. Snyder explained to the Board that as a result 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 (distributed to the Board) between DVRPC and its state DOT and transit agency 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. As the RCC no longer exists, the MOUs will now 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.

Favorable recommendation was received from the PCC/RTC that the Board approve the MOU between the DVRPC, the New Jersey Department of Transportation and the New Jersey Transit Corporation and a MOU concerning special procedures for expediting TIP amendments and modifications for the Pennsylvania portion of the DVRPC region.

A number of public comments were received online in favor of continuing the Regional Citizens Committee.

John Frey, Pennsylvania Transit Expansion Coalition, addressed the Board questioning DVRPC's compliance with federal regulations and coordination with federal agencies.

In response to Mr. Frey's claim that DVRPC did not discuss the elimination of the RCC with its Federal partners, Barry Seymour, DVRPC Executive Director, stated that DVRPC's federal partners sit at the Board table each month and participate in all discussions.

Mr. Seymour also responded that the DVRPC staff is compiling the data requested in Mr. Frey's most recent request.

After discussion, the board unanimously adopted the following **motion**:

MOTION by Mr. Pickett, seconded by Mr. Williams, 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.

7. Approval of the 2040 Population Forecasts

Mary Bell, DVRPC Manager, Demographic and Economic Analysis, explained to the Board that the Population forecasts are an essential component of long-range transportation and land use planning. DVRPC last adopted population forecasts (through the Year 2035) in July 2007. Since that time, the results of the 2010 Census have been released and the nation is experiencing an ongoing economic recession. Updated forecasts are also needed for the Commission's long-range plan update, scheduled for adoption in 2013.

Working closely with the county planning staffs, DVRPC staff has prepared regional, county and municipal-level population forecasts in five-year increments through 2040, using 2010 Census data as the base. Three alternative sets of 2040 population forecasts were calculated for each county based on three separate methods, the results of which define a reasonable range of values within which each county's 2040 population total is expected to fall. This process mimics the

process employed in 2007 to develop the Commission's adopted 2035 population forecasts, which used the three alternatives for initial guidance but adjusted the results based on significant input from the region's county planning staffs.

DVRPC first applied a traditional age-cohort component model incorporating birth rates, death rates, and migration to calculate regional and county-level 2040

population forecasts. Two additional sets of regional and county-level forecasts were developed utilizing disaggregation ratios and growth rates from the adopted 2035 forecasts. The three alternative 2040 county population forecasts were then disaggregated to the municipal level by assuming that the proportion of each county's population forecast to live in each municipality in 2035 (adjusted based on the 2010 Census) will remain the same in 2040.

County planning staffs then reviewed the alternative county and municipal-level 2040 forecasts and determined a reasonable 2040 forecast from within the expected range, considering issues such as the availability of developable land, site plan reviews, building permits, and local planning knowledge.

Once agreement was reached on the 2040 forecasts, interim year forecasts for 2015, 2020, 2025, 2030 and 2035 were calculated by applying a logic model, assuming slower growth in the near term due to the ongoing economic recession followed by recovery after 2020. These mid-year forecasts were reviewed by the county planning staffs and revised as appropriate. The proposed regional, county, and municipal-level 2040 population forecasts in five year increments are presented in Tables A and B.

Favorable recommendation was received from the PCC/RTC that the Board approve the 2040 Population Forecasts.

One public comment was received questioning the forecast for West Windsor Township, Mercer County, which was addressed by the Mercer County representative.

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

MOTION by Kuhn, seconded by Mr. Requa, that the Board adopts the 2040 County and Municipal-Level Population Forecasts in Five-Year Increments.

8. One Minute Reports

John Rink, Port Authority Transit Corporation (PATCO), reported that PATCO's train car overhaul is progressing and design review has begun for some of the systems. Color and material selections for the interior of the train cars have been placed on-line for comments.

Katherine Meade, New Jersey Office of Planning Advocacy, reported that public meetings have been scheduled and the public comment period has begun for the State Plan.

Ronald Henry, Pennsylvania Governor's Appointee, reported that Governor Corbett will offer his budget address on February 7, 2012.

James Ritzman, Pennsylvania Department of Transportation, thanked DVRPC for hosting a peer exchange for the goods movement program.

Lisa Worden, Pennsylvania Department of Community and Economic Development, commented that as a new member of the Board, she looks forward to future meetings.

Steve Buckley, City of Philadelphia, reported that the City of Philadelphia was awarded their third TIGER grant. This grant will enable the city to upgrade 13 miles of arterial; approximately 75 intersections. The upgrades will include pedestrian safety, traffic operations, and transit signal priority. These upgrades will affect 100,000 users each day, 60,000-70,000 auto vehicles, and 30,000 SEPTA riders.

John Pickett, Delaware County, announced that Councilman John P. McBlain will be appointed to the DVRPC Board as the Delaware County representative.

Leslie Richards, Montgomery County Commissioner, commented that, as a regional planner, she is pleased to be a new member of the Board and looks forward to future meetings.

Diane Ellis-Marseglia, Bucks County Commissioner, thanked DVRPC for their help with the 911 RIMIS program in Bucks County.

Louis Cappelli, Jr., Camden County Freeholder, reported that Camden County has retained an international food processing company (Corados). Corados decided to remain in Camden County because of a favorable work force and transportation infrastructure system.

8. Executive Director's Report

a. E-Mail Distribution of Board Materials

Mr. Seymour reported that January was the first month for distributing the monthly board materials by email and asked the Board for any suggestions or comments.

b. TIGER Grants

Mr. Seymour reported that in addition to the Philadelphia grant, a TIGER grant was awarded to the South Jersey Port Corporation for improvements around the port and repair of the DelAir Bridge.

c. Sustainable Communities Planning Grant

Mr. Seymour reported that DVRPC submitted a grant to HUD for the Sustainable Communities Planning Grant Program, however, the grant was not awarded. In investigating the reason for the denial, DVRPC was informed that their proposal was not reviewed. The reason being that the Board-adopted Resolution was not individually signed by each board member. Mr. Seymour

responded to HUD, by letter, (distributed to the Board) of DVRPC's disappointment that HUD did not accept a unanimously approved and certified Resolution and requested that if this program continues in future years, applicants are notified of this requirement.

d. Public Participation Task Force

Mr. Seymour called the Board's attention to the memorandum (distributed to the Board) with reference to appointments to the Public Participation Task Force. DVRPC is requesting that each city and county Board member nominate a representative (and alternate) for the Public Participation Task Force by March 1, 2012. Also, an application will be posted on the DVRPC website by February 1, 2012 for an additional 12 citizen-at-large members.

e. Regional Community and Economic Development Forum

Mr. Seymour announced that a Regional Community and Economic Development Forum is scheduled for February 14, 2012 at DVRPC and urged the Board and alternates to attend.

f. Congestion Management Air Quality (CMAQ) Funding

Mr. Seymour reported that another round of CMAQ funding will be released in late February. The funding amounts are \$8 million for Pennsylvania and \$3 million for New Jersey.

e. Regional Trail Network

The Regional Trail Network Program, funded by the William Penn Foundation, is proceeding. Twenty-two applications have been received seeking \$1 million in funding for planning and feasibility studies; \$500,000 is available. A committee will review these applications and provide a recommended list to the Board in February or March.

f. Regional Infrastructure Improvement Zone (RIIZ)

Last year, DVRPC staff presented the concept for RIIZ. This concept has been introduced in House Bill 3780. The program is a change in the tax code to allow private property or business owners to contribute funds for regional infrastructure improvements that are part of a local or regional plan. The Board will be kept apprised of the program's progress.

9. Committee Reports

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

(1) Planning Coordinating Committee/Regional Transportation Committee:

(2) Transportation Operations Task Force; (3) Information Resources Exchange Group; (4) Regional Aviation Committee; and (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 meetings was adjourned at 11:45 a.m.

DVRPC fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. DVRPC public meetings are held in ADA and transit-accessible facilities. Auxiliary services can be provided to individuals who submit a request at least seven days prior to a meeting. For more information please visit the DVRPC website (www.dvrpc.org) or call (215) 238-2871.

RESOLUTION

by the Board of the Delaware Valley Regional Planning Commission

**ADOPTION OF THE
DELAWARE VALLEY REGIONAL PLANNING COMMISSION
FISCAL YEAR 2013 PLANNING WORK PROGRAM**

BE IT RESOLVED, that the Board of the Delaware Valley Regional Planning Commission (DVRPC):

1. Approves and adopts the Fiscal Year 2013 Planning Work Program (UPWP), consisting of the Regular DVRPC Planning Work Program, the Supportive Regional Highway Planning Program and the Transit Support Program, as recommended by the Board Work Program Committee; and
2. Approves the actions to amend or modify the FY 2012 TIP for New Jersey (NJ12-07) and the FY 2011 TIP for Pennsylvania (PA11-58) as required.
3. Authorizes and directs Barry Seymour, Executive Director, to negotiate the final details of the Board approved and adopted Fiscal Year 2013 Planning Work Program with appropriate funding agencies and to prepare, execute and file the required applications and negotiate and execute the necessary contracts and grant agreements, and modifications thereto, on behalf of the DVRPC with and in the form required by a local government, operating agency, state agency, or Federal agency to aid in financing the work described in the approved and adopted Fiscal Year 2013 Planning Work Program; and
4. Authorizes and directs Barry Seymour, Executive Director, to execute and file with such applications, contracts and agreements, such assurances as may be required or any other document concerning compliance with Title VI of the Civil Rights Act of 1964 and all other pertinent directives and requirements thereunder; and
5. Authorizes and directs Barry Seymour, Executive Director, to set forth and execute Disadvantaged Business Enterprise policies and establish and administer procedures as may be required to ensure utilization of disadvantaged businesses to the maximum extent feasible in connection with the procurement needs of the projects described in the adopted Fiscal Year 2013 Planning Work Program; and
6. Designates Barry Seymour, Executive Director, as the authorized representative of the Commission, to provide such additional information, documents and certifications as may

be required in connection with all matters pertaining to any application, grant agreement or project contained in the Fiscal Year 2013 Planning Work Program; and

7. Authorizes and directs Jean L. McKinney, Recording Secretary, to impress the official seal of the Commission and attest same on all documents as may be required.

Adopted this 26th day of January, 2012
by the Board of the Delaware Valley
Regional Planning Commission.

I certify that this is a true and correct copy of Resolution No. B-FY12-004.

Jean L. McKinney, Recording Secretary

**PLANNING COORDINATING COMMITTEE/
REGIONAL TRANSPORTATION COMMITTEE**

**RECOMMENDATIONS TO THE BOARD FOR
JANUARY 26, 2011**

**BOARD
AGENDA ITEM**

2. DVRPC Transportation Improvement Program (TIP) Actions

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

The PCC/RTC recommends:

That the Board approve TIP action PA11-55, SEPTA's request to 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.'

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

The PCC/RTC recommends:

That the Board approve TIP action PA11-56, SEPTA's request to amend the FY2011-2014 TIP for Pennsylvania by adding a new project to the TIP: The Energy Wayside Storage Project (MPMS #94805), using (\$1,440,000 Federal TIGGER/\$348,390 State Section 1514 Bond/\$11,610 local) for a total of \$1,800,000. Funding for this project is provided through the FTA discretionary Transit Investments for Greenhouse Gas and Energy Reduction (TIGGER) program, and are additional funds to the DVRPC region.

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

The PCC/RTC recommends:

That the Board approve TIP Action NJ12-04, Burlington County's request 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), 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.

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

The PCC/RTC recommends:

That the Board approve TIP Action NJ12-05, Burlington County's request to modify the FY2012-2015 TIP for New Jersey by adding a \$500,000 STP-STU final design phase in FY12 and shifting the FY12 construction phase (\$2,500,000 STP-STU) to FY13 for Smithville Road Bridge over Rancocas Creek, CR 684 (DB# D9903).

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

The PCC/RTC recommends:

That the Board approve TIP Action NJ12-06, The City of Camden's request to amend the FY2012-2015 TIP for New Jersey by adding the Cleveland Avenue, Reconstruction, ARRA (DB # FSD09521A) project back into the TIP using \$500,000 STP-STU for construction in FY12. Further remove "ARRA" from the title as this is no longer an ARRA project.

3. DVRPC Fiscal Year 2012 Planning Work Program Amendments

a. Schuylkill Expressway Operational Research Model - Continuation

The PCC/RTC recommends:

That the Board amend the DVRPC FY 2012 Unified Planning Work Program to include the *Schuylkill Expressway Operational Research Model – Continuation*.

b. Climate Change Vulnerability and Risk Assessment for SEPTA's Regional Rail

The PCC/RTC recommends:

That the Board amend the FY 2012 Planning Work Program to include the Climate Change Vulnerability and Risk Assessment for SEPTA's Regional Rail project.

4. Adoption of DVRPC Fiscal Year 2013 Unified Planning Work Program

The PCC/RTC recommends:

That the Board approve the FY 2013 DVRPC Unified Planning Work Program, authorize the Executive Director to submit applications and documentation as may be required to fund the program and enter into, negotiate and execute all required contracts and agreements by adopting Resolution No. B-FY12-004. Further, approve the actions to amend or modify the FY 2012 TIP for New Jersey and the FY 2011 TIP for Pennsylvania as required.

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

The PCC/RTC recommends:

That the Board authorizes 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*.

6. Approval of a 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 a MOU Concerning Special Procedures for Expediting TIP Amendments and Modifications for the Pennsylvania Portion of the DVRPC Region

The PCC/RTC recommends:

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.

7. Year 2040 County and Municipal Population Forecasts

The PCC/RTC recommends:

That the Board adopts the 2040 County and Municipal-Level Population Forecasts in Five-Year Increments.