

**DELAWARE VALLEY REGIONAL PLANNING COMMISSION**

**BOARD COMMITTEE**

Minutes of Meeting of April 25, 2013

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

**Membership Present**

**Representative**

New Jersey Department of Community Affairs  
New Jersey Department of Transportation

Joyce Paul  
David Kuhn  
Thomas Wospil

Pennsylvania Department of Transportation

James Ritzman  
James Mosca

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

Amy Herbold  
Ronald Henry  
Andrew Paris  
Diane Ellis-Marseglia  
Terence Farrell  
Ronald Bailey

Delaware County  
Montgomery County

John McBlain  
Leslie Richards  
Turea Hutson

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

Carol Ann Thomas  
Andrew Levecchia  
Richard Westergaard  
(not represented)  
Jacqueline Parker  
Rina Cutler  
Edward Williams  
(not represented)

**Non-Voting Members**

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

Sandra Brillhart  
Jonathan Crum  
  
(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	Lou Millan
New Jersey Department of Environmental Protection	(not represented)
Pennsylvania Department of Environmental Protection	Patrick Patterson
Delaware River Port Authority	Barbara Holcomb
Port Authority Transit Corporation	John Rink
Pennsylvania Department of Community and Economic Development	Lisa Worden

DVRPC Co-Counsel

Pennsylvania Co-Counsel	Andrew Bockis
New Jersey Co-Counsel	Thomas Coleman

DVRPC Staff: Barry J. Seymour, John Ward, Patty Elkis, Candy Snyder, Richard Murphy, Chris Puchalsky, Elizabeth Schoonmaker, Thomas McGovern, Taghi Ozbeki, John Coscia, Jr., Ted Dahlburg, Jane Meconi, Karin Morris, Robert Graff, John Griffies, Sean Greene, Greg Krykewycz, Michael Boyer, and Renee Wise.

Guests

City of Philadelphia	Michael A. Carroll
SEPTA	Jennifer Barr
Pennoni Associates, Inc.	Donald Shanis
Pennsylvania Department of Transportation (Dist. 6)	Linda Guarini
Clean Air Council	Dennis Winters
Delaware County Planning Department	Thomas Shaffer
Residents for Regional Traffic Solutions, Inc.	Susan Herman
Montgomery County	Bridget Chadwick
Kevin Gallagher Consulting	Kevin Gallagher

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

Chair Terence Farrell called the meeting to order at 10:03 a.m.

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

Chair Terence Farrell announced that public comments are to be taken at the beginning of the meeting and that no outbursts would be permitted during the meeting.

**1. Minutes of Meeting of March 28, 2013**

On a Motion by Mr. Kuhn, seconded by Mr. Levecchia, the minutes of March 28, 2013 were approved as distributed.

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

Elizabeth Schoonmaker, DVRPC Manager, Office of Capital Programs, presented the following TIP actions to the Board.

**a. PA13-27: State of Good Repair, (MPMS# 77180), SEPTA**

SEPTA has requested that DVRPC amend the FY2013 - 2016 TIP for Pennsylvania by increasing funding for the State of Good Repair (MPMS# 77180) by adding two new projects to the TIP, advancing two projects from the Illustrative Unfunded list, and adding a project back in, that was previously on the FY2011 TIP. The State of Good Repair Program will be increased overall by \$19,060,000 (\$15,552,000 Federal Section 5339/\$2,957,000 Federal Section 5309/\$196,000 Federal Section 5307/\$11,302,000 State 1514 Bond/\$ 377,000 Local) in FY13 and increasing by \$3,508,000 (\$2,806,000 Federal Section 5307/\$679,000 State 1514 Bond/ \$23,000 Local) in FY14.

SEPTA's formula funding has increased as a response to the Federal Transit Administration's (FTA) programs and changes authorized by MAP-21 (Moving Ahead for Progress in the 21<sup>st</sup> Century) by \$15,473,000 for federal funding levels and \$25,000 local match. Overall, federal funding to SEPTA has not increased as previous competitive/discretionary funds have been eliminated, but the increase of formula funding does provide a more predictable funding environment. This action is associated with a set of formal and administrative actions taking place this month based on the federal funding changes.

**Bus Lift Replacement Phases I & II** in the amount of \$3,695,414 (\$2,956,331 Federal Section 5339/\$715,247 State Section 1514 Bond/\$23,836 Local) are being programmed in FY 2013 and \$3,508,110 (\$2,806,488 Federal Section 5307/\$678,994 State Section 1514 Bond/\$22,628 Local) is being programmed in FY2014. This project is new to the TIP. SEPTA recently completed a condition assessment of the bus lift equipment in service at all maintenance facilities. The lifts and lift equipment have exceeded their intended useful life. As a result, day-to-day service is unreliable and maintenance costs are significant.

**Route 102 Grade Crossing Improvements (at six locations)** engineering and design in the amount of \$450,000 (\$360,000 Federal Section 5307/\$87,097 State Section 1514 Bond/\$2,903 Local) in FY 2013. This project is new to the TIP. Construction funds in the amount of \$3,312,118 are being added in FY2022. This is a safety-related project to complete the upgrade of the final six grade crossing locations on the Sharon Hill portion of the Media-Sharon Hill Line. The previous nineteen (19) grade crossing locations were upgraded using American Recovery and Reinvestment Act (ARRA) funding.

**Norristown High Speed Line (NHSL) Bridgeport Viaduct Tie Replacement Project** in the amount of \$10,711,218 (\$10,365,781 State Section 1514 Bond/\$345,437 local) in FY2013. The Norristown High Speed Line Bridgeport Viaduct Tie Replacement Project is one component of the Norristown High Speed Line Bridgeport Viaduct Tie Replacement and Continuous Welded Rail project on the Illustrative Unfunded List. The Bridgeport Viaduct is a 3,175-foot-long, single track bridge that carries the Norristown High Speed Line and approximately 2,400 passengers per day over the Schuylkill River between Bridgeport, PA and Norristown, PA. The viaduct was originally built in 1911 by the Philadelphia and Western Railway. The bridge ties that sit directly upon steel and which hold the rail in place are rotting and failing. As a result, SEPTA has been forced to restrict speed on this segment to 15 miles per hour (MPH) and will close the bridge to do this work this summer. This project will replace all bridge ties along with the tracklevel walkway and railing system. In addition, a cable tray system will be installed adjacent to this catwalk. The cable tray system will allow greater protection and security for the power and communication cables on the structure.

**Fire Suppression Replacement engineering and design** in the amount of \$300,000 (\$240,000 Federal Section 5307/\$58,065 State Section 1514 Bond/\$1,935 Local) is being added to FY2013 from the Illustrative Unfunded List. Construction funds in the amount of \$4,513,056 are being added in FY2022. These are fire safety-related projects to replace and upgrade the existing fire sprinkler systems at Allegheny Bus Garage and Woodland Rail Shop.

**Transit Asset Management System** in the amount of \$1,300,000 (\$1,040,000 Federal Section 5309/\$251,615 State Section 1514 Bond/\$8,385 Local) in FY2013. The Transit Asset Management System project was previously included on the TIP in FY2011. This project is not included on the Illustrative unfunded List. SEPTA received a discretionary Federal Transit Administration Discretionary State of Good Repair grant in FY2010 to implement a Transit Asset Management System and upgrade the Authority's existing vehicle maintenance management system. Additional funding is being programmed to complete these projects.

Also note that other low bid savings for projects in current grants make \$904,000 (\$403,000 Federal Section 5307/\$320,000 Federal Section 5309/\$175,000 State

Section 1514 Bond/\$6,000 Local) available for currently programmed projects in the State of Good Repair program. This enables the total five (5) project package which equals \$19,964,742 to advance while adding only \$19,060,000 (rounding due to database entry) to the program.

Financial constraint will be maintained, as these funds are additional to the region and by making adjustments to other existing TIP projects whose schedules or costs have changed. The TIP's current conformity finding will not be impacted by this amendment, as this project is exempt from air quality analysis.

Favorable recommendation was received from the Regional Technical Committee.

Byron Comati, SEPTA, commented that SEPTA regrets that it will have to close the Norristown High Speed Line (NHSL) Bridgeport this summer due to improvements that need to be made. This closure will cause major inconvenience but SEPTA has no choice. Beyond this action, more structural work is needed and this is only a first step.

**b. PA13-28: Bridge Improvement Program, (MPMS# 95402), SEPTA**

SEPTA has requested that DVRPC amend the FY2013 - 2016 TIP for Pennsylvania by increasing funding for the Bridge improvement Program (MPMS# 95402) by advancing two projects from the Later Fiscal Years of the TIP. Engineering and design phases of the Crum Creek Viaduct will advance to FY13 in the amount of \$500,000 (\$400,000 Federal Section 5307 / \$96,775 State Section 1514 Bond / \$3,225 Local) and the engineering and design phases for the Regional Rail Stone Arch Bridge Rehabilitation Program will be advanced to FY13 in the amount of \$400,000 (\$320,000 Federal Section 5307 / \$77,420 State Section 1514 Bond / \$2,580 Local). Construction for both new additions will remain in the Later Fiscal Years of the TIP: FY20 (Crum Creek Viaduct – \$17,830,000), FY21 (Crum Creek Viaduct – \$41,166,000), FY22 (Regional Rail Stone Arch Bridge Rehabilitation Program – \$4,248,000), and FY23 (Regional Rail Stone Arch Bridge Rehabilitation Program – \$1,582,000). This action will complete the design phase in order to get the projects “shovel ready” if additional funding becomes available.

SEPTA's formula funding has increased as a response to the Federal Transit Administration's (FTA's) programs as well as changes authorized by MAP-21 (Moving Ahead for Progress in the 21<sup>st</sup> Century). The increase is \$15,473,000 for federal funding levels and \$25,000 local match. Overall federal funding to SEPTA has not increased as previous competitive/discretionary funds have been eliminated, but the increase of formula funding does provide a more predictable funding environment. This action is associated with a set of formal and administrative actions taking place this month based on the federal funding changes.

The Crum Creek Viaduct was constructed around 1895 and is in need of replacement. The viaduct spans 925 feet, and at its greatest height, is over 100 feet above grade. The Crum Creek Viaduct was last repaired in 1983 when SEPTA assumed operation of the commuter railroad from Conrail. During the first structural inspection by SEPTA engineers, severe structural defects were discovered and SEPTA was forced to shut down the bridge and perform emergency repairs. These repairs were designed so that the bridge's service life would be extended by about 25 years.

The Regional Rail Stone Arch Bridge Rehabilitation Program will rehabilitate nine more stone arch bridges along regional rail lines.

Financial constraint will be maintained, as these funds are additional to the region and by making adjustments to other existing TIP projects whose schedules or costs have changed. The TIP's current conformity finding will not be impacted by this amendment, as this project is exempt from air quality analysis.

Favorable recommendation was received from the Regional Technical Committee.

**c. PA13-29: Substation Improvement Program, (MPMS# 60651), SEPTA**

SEPTA has requested that DVRPC amend the FY2013 - 2016 TIP for Pennsylvania by increasing funding for the Substation Improvement Program (MPMS# 60651) by advancing the engineering and design phases of the Ambler Substation Overhaul Project to FY13 in the amount of \$200,000 (\$160,000 Federal Section 5307 / \$38,710 State Section 1514 Bond/\$1,290 Local). Construction for this project will remain in the Later Fiscal Years of the TIP in FY19 in the amount of \$8,800,000.

SEPTA's formula funding has increased as a response to the Federal Transit Administration's (FTA) programs and changes authorized by MAP-21 (Moving Ahead for Progress in the 21<sup>st</sup> Century) by \$15,473,000 for federal funding levels and \$25,000 local match. Overall federal funding to SEPTA has not increased as previous competitive/discretionary funds have been eliminated, but the increase of formula funding does provide a more predictable funding environment. This action is associated with a set of formal and administrative actions taking place this month based on the federal funding changes.

The Ambler Substation Overhaul Project will replace a transformer, trolley breakers, feeders, substation switchgear, and protective relaying on the substation.

Financial constraint will be maintained, as these funds are additional to the region and by making adjustments to other existing TIP projects whose schedules or costs have

changed. All projects listed contribute to fiscal constraint. The TIP's current conformity finding will not be impacted by this amendment, as this project is exempt from air quality analysis.

Favorable recommendation was received from the Regional Technical Committee.

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

**MOTION** by Ms. Cutler, seconded by Ms. Richards, that the Board approve the following TIP actions:

PA13-27:

- Bus Lift Replacement Phases I & II in the amount of \$3,695,414 (\$2,956,331 Federal Section 5339 / \$715,247 State Section 1514 Bond/\$23,836 Local) in the FY 2013 Capital Asset Construction phase and \$3,508,110 (\$2,806,488 Federal Section 5307/\$678,994 State Section 1514 Bond/\$22,628 Local) in the FY 2014 Capital Asset Construction phase.
- Route 102 Grade Crossing Improvements (at six locations) engineering and design phases in the amount of \$450,000 (\$360,000 Federal Section 5307/\$87,097 State Section 1514 Bond / \$2,903 Local) in the FY 2013 Capital Asset Construction phase.
- Norristown High Speed Line (NHSL) Bridgeport Viaduct Tie Replacement Project in the amount of \$10,711,218 (\$10,365,781 State Section 1514 Bond / \$345,437 local) in the FY 2013 Capital Asset Construction phase.
- Fire Suppression Replacement engineering and design phases in the amount of \$300,000 (\$240,000 Federal Section 5307 / \$58,065 State Section 1514 Bond / \$1,935 Local) in the FY13 Capital Asset Construction phase.
- Transit Asset Management System in the amount of \$1,300,000 (\$1,040,000 Federal Section 5337 / \$251,615 State Section 1514 Bond/\$8,385 Local) in FY 2013 Capital Asset Construction phase.

PA13-28: SEPTA's request that DVRPC amend the FY2013-2016 TIP for Pennsylvania by increasing funding for the Bridge improvement Program (MPMS# 95402) by advancing two projects from the Later Fiscal Years of the TIP. Engineering and design phases of the Crum Creek Viaduct will advance to FY13 in the amount of \$500,000 (\$400,000 Federal Section 5307 / \$96,775 State Section 1514 Bond / \$3,225 Local) and

the engineering and design phases for nine new locations of the Regional Rail Stone Arch Bridge Rehabilitation Program will be advanced to FY13 in the amount of \$400,000 (\$320,000 Federal Section 5307 / \$77,420 State Section 1514 Bond / \$2,580 Local).

PA13-29: SEPTA's request that DVRPC amend the FY2013-2016 TIP for Pennsylvania by increasing funding for the Substation Improvement Program (MPMS# 60651) by advancing the engineering and design phases of the Ambler Substation Overhaul Project to FY13 in the amount of \$200,000 (\$160,000 Federal Section 5307 / \$38,710 State Section 1514 Bond / \$1,290 Local).

**d. PA13-31: I-76 Slope Stabilization, (MPMS# 95708), Montgomery County**

PennDOT has requested that DVRPC amend the FY2013 - 2016 TIP for Pennsylvania by adding a new project to the TIP, the I-76 Slope Stabilization Project for construction in FY13, in the amount of \$1,350,000 State Appropriations 916.

This project will entail rock bolting and scaling to stabilize the slope above the Schuylkill Expressway including other miscellaneous construction, such as maintenance and protection of traffic during construction. The project is located within Lower Merion Township in Montgomery County between mileposts 332.4 and 332.8. Rock bolting is the process of installing/drilling rods into exposed and failing rock faces to help prevent the material from breaking loose and entering roadway and bridge surfaces. Scaling is the cutting back of the rock surface to prevent failures onto roadway and bridge surfaces.

The condition on the slope/rock face has been observed by District Geotechnical staff over the past eighteen months and has reached a stage where it is prudent to address the condition. Although not an emergency project, District 6-0 advises that the project should be expedited due to the unpredictable and potentially serious effects to traffic on I-76 if the slope is not stabilized. If this safety project is not implemented there is a strong probability that this rock will break off and could impact traffic on I-76. TIP funding is being requested for construction due to a shortage of A-582 (Maintenance funds).

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. The TIP's current conformity finding will not be impacted by this amendment, as this project is exempt from air quality analysis.

Favorable recommendation was received from the Regional Technical Committee.



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

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

PA13-31: PennDOT's request that DVRPC amend the FY2013-2016 TIP for Pennsylvania by adding a new project to the TIP, the I-76 Slope Stabilization Project for construction in FY13, in the amount of \$1,350,000 State Appropriations 916.

**e. PA13-32: Philadelphia Traffic Operations Center, (MPMS# 93106), City of Philadelphia**

The City of Philadelphia has requested that DVRPC modify the FY2013 - 2016 TIP for Pennsylvania by adding a final design phase to the Philadelphia Traffic Operations Center Project in FY13, in the amount of \$1,000,000 (\$800,000 CMAQ/\$200,000 Local). Construction is programmed in FY13 for \$530,000.

When this project was originally programmed on the TIP, the plan was to house the Traffic Operations Center (TOC) with the Emergency Operations Center (EOC) in the Fire Administration Building on Spring Garden Street. The final design phase was not carried over to the FY2013 TIP because it was assumed that funds would be obligated before the start of the Federal Fiscal Year. However, as preliminary engineering began, other locational considerations came into play, and the decision was made to move the Traffic Operations Center to the Streets Department's Traffic Shop at G and Romona Streets in the Juniata section of the city. This relocation has caused some delay in the preliminary engineering phase and the final design phase funds were not able to be obligated in FY12. The project description will be updated to reflect the location change.

The location at G and Romona Streets is better suited for the Traffic Operations Center because it is located on Philadelphia's fiber backbone, it allows for future expansion of space for staff and equipment, and in the event of an emergency, the Juniata location is less prone to traffic gridlock which will allow staff to get to the Traffic Operations Center more quickly.

The TOC will service the City of Philadelphia and will tie into District 6-0's TOC as well as DVRPC's Regional Integrated Multi-Modal Information System (RIMIS). Currently, the City of Philadelphia is one of the six largest cities in the nation and the only one of them without a Traffic Operation Center. This effort will centralize traffic and ITS control within one of the highest vehicular traffic congested cities in the Commonwealth.

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. The TIP's current conformity finding will not be impacted by this amendment, as this project is exempt from air quality analysis.

Favorable recommendation was received from the Regional Technical Committee.

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

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

PA13-32: City of Philadelphia's request that DVRPC modify the FY2013-2016 TIP for Pennsylvania adding a final design phase to the Philadelphia Traffic Operations Center Project in FY13, in the amount of \$1,000,000 (\$800,000 CMAQ/\$200,000 Local). Also, the project description will be updated.

**3. Authorization to Open a Public Comment Period for the Draft DVRPC FY 2014-2017 Transportation Improvement Program (TIP) for New Jersey**

Elizabeth Schoonmaker, DVRPC Manager of the Office of Capital Programs, explained to the Board that Federal law and planning regulations require the development of a Transportation Improvement Program (TIP) in order for the metropolitan region to be eligible to receive and spend federal transportation funds. The creation of the TIP is to be done by the MPO in cooperation with the state and transit operators, and must provide opportunity for input and comment by the public.

DVRPC develops a TIP for the New Jersey portion of the region every other year. Work began in September 2012 on the development of the FY 2014-2017 TIP for New Jersey. The New Jersey Subcommittee of the RTC, under the direction of the DVRPC staff, has been working on a draft TIP that meets the requirements of the federal laws and regulations, including those concerning financial constraint, air quality, plan consistency, and environmental justice. DVRPC needs to adopt the FY 2014 TIP no later than the July Board meeting so that the state can submit its 2014 Statewide Transportation Improvement Programs (STIPs) to the federal agencies for review and approval before the end of the federal fiscal year.

DVRPC will work closely with the transportation conformity Interagency Consultation Group (ICG) to insure that the region addresses the set of regulations issued by US DOT and US EPA concerning the impact of the TIP on air quality. The regulations prescribe specific emissions analyses and procedures to be performed, which DVRPC will employ under the guidance of the ICG. The final conformity rule promulgated by US EPA (40 CFR 51 and 93) requires that the TIP must not cause new air quality violations, worsen existing violations, or delay timely attainment of federal standards.

Unless it is determined that the TIP “conforms” to the Clean Air Act requirements and other applicable state air quality goals as embodied in each of the state implementation plans, US DOT cannot fund, authorize, or otherwise approve transportation programs or projects.

The Draft DVRPC FY 2014 TIP for New Jersey will be available for public review in May 2013. Staff will review and respond to the comments received, and the RTC will prepare recommendations to the Board for adoption of the final DVRPC FY 2014 TIP for New Jersey on July 25, 2013.

Favorable recommendation was received from the Regional Technical Committee.

Public comments were submitted by Bridget Chadwick of Montgomery County. She expressed that she would like to see something in the beginning of the TIP or Executive Summary about how vehicle miles traveled (VMT) reduction would be achieved in the Long-Range Plan.

**MOTION** by Ms. Thomas, seconded by Mr. Levecchia, that the Board authorize staff to open a minimum 30-day public comment period for the purpose of gathering public and agency comments on the Draft DVRPC FY2014-2017 TIP for New Jersey, to issue proper public notifications; to publish the draft document on the Internet; to make copies available at certain public libraries; and to hold public meetings.

#### **4. FY 2014 Pennsylvania Job Access and Reverse Commute Project Recommendations**

Betsy Mastaglio, Senior Transportation Planner in the Office of Transit, Bicycle, and Pedestrian Planning, explained that under SAFETEA-LU regulations, the New Freedom (FREE) and Job Access and Reverse Commute (JARC) grant programs are a component of a Coordinated Human Services Transportation Planning (CHSTP) process. The Southeastern Pennsylvania Transportation Authority (SEPTA) is the Governor’s designated recipient for the FREE and JARC programs. Local non-profit agencies, municipalities, as well as other transportation providers are eligible sub-recipients. SEPTA will work with all potential sub-recipients to develop full applications to the Federal Transit Administration (FTA).

FTA regulations require metropolitan planning organizations (MPOs) to conduct a “fair and equitable” selection process consistent with the adopted regional Coordinated Human Services Transportation Plan. This includes plan updates, outreach, ranking, and recommendation of project applicants, and adding projects to the regional Transportation Improvement Program (TIP), pending grant approvals. Rating criteria

include objectives from the Pennsylvania Department of Transportation (PennDOT) uniform statewide application, and regional priorities including additional non-federal, non-state funding (financial sustainability) and cost per user. The recommended projects (see attached memo) are listed in ranked order to help ensure flexibility should funding levels change.

The JARC grant program funds transportation services and supportive activities that facilitate access to jobs for welfare recipients and lower income persons, as well as reverse commute trips for the general population. The FY14 JARC program, which is allocated by federal formula, provides \$2,172,257 of FTA funds. PennDOT is anticipated to provide matching funds of \$3,172,000 for a total southeastern Pennsylvania JARC program of \$5,344,257. The FY14 JARC funding round is a new one-year funding round – the final one under the framework established by SAFETEA-LU.

Applications for FY2014 Pennsylvania JARC projects were due to DVRPC on January 8, 2013, after which they were reviewed by DVRPC staff and prepared for scoring by our Pennsylvania CHSTP Selection Committee (comprised of representatives of each Pennsylvania county, an advocate for the disabled, and representatives of DVRPC's Public Participation Task Force). The Selection Committee conferred on February 12, 2013 and reached agreement on a recommended program of projects and funding levels. The Selection Committee's recommended project list was shared with PennDOT's Bureau of Public Transportation (BPT) for review and approval on February 28, 2013, and received BPT approval (conditional on funding availability and appropriate performance tracking for grantees) on March 22, 2013. Accordingly, the Selection Committee recommends twenty-three (23) JARC projects (summarized in the attached memo and tables) for DVRPC Board approval.

Favorable recommendation was received from the Regional Technical Committee.

**MOTION** by Mr. Henry, seconded by Ms. Cutler, that the Board approve the recommendations for FY2014 PA JARC funding. There will also be an administrative action to modify the TIP by increasing the FY13 Operating Phase by \$20,000 JARC funding and a reduction of \$528,000 JARC-State match (TIP Action PA13-30), contingent upon Board approval of the JARC Recommendations.

##### **5. Appointment of Nominating Committee for Fiscal Year 2014 DVRPC Board Officers**

Mr. Seymour announced that a nominating committee needs to be selected to appoint candidates for Fiscal Year 2014 (July 1, 2013 through June 30, 2014) DVRPC Board

Officers. The Chair alternates between Pennsylvania and New Jersey and must be from New Jersey for FY 2014. The recommended committee is as follows:

Amy Herbold, New Jersey Governor's Authorities Unit  
Joyce Paul, New Jersey Department of Community Affairs  
Leah Arter or Carol Ann Thomas, Burlington County  
Andrew Paris, Pennsylvania Governor's Policy and Planning Office  
Ronald Henry, Pennsylvania Governor's Appointee  
Terence Farrell, Chester County Commissioner

The committee will report the candidates at the May Board Meeting and elections will take place at the June Board Meeting.

Andrew Paris, Pennsylvania Governor's Policy and Planning Office, commented that the Governor's team discussed this, along with DVRPC's Executive Director, and they would consider an alternate recommendation; they have no objection to a discussion on this matter.

On a **motion** by Mr. McBlain, seconded by Ms. Parker, the Board unanimously approved the recommended Nominating Committee.

## **DISCUSSION ITEM**

### **6. One Minute Reports**

John Rink, PATCO, reported on the Camden-Glassboro Line. The EIS project is moving well and an agency scoping meeting is scheduled for early May.

Byron Comati, SEPTA, reported that SEPTA is involved in the extension planning effort and an EIS project for the Norristown High Speed Line deep into Upper Merion Township. This project is heading towards the scoping phase.

Jonathan Crum, FHWA, PA, introduced himself to the Board, as Camille Otto's replacement. He expressed that he is looking forward to working with everyone.

James Ritzman, PADOT, reported that last fall and the year before, Secretary of Transportation, Barry Schoch, moved money from construction to design so that when the Governor's transportation plan was approved, they will be ready to move transportation projects ahead that are already designed.

David Kuhn, New Jersey Department of Transportation, reported that the plan for NJ Transit and NJDOT is on NJDOT's website. Hearings have been held in the Senate and Budget Committee, and this plan will go before the transportation committee on May 7.

Terence Farrell, Chester County Commissioner, reported that a Public Transit Planning Meeting was held in Chester County on April 24. There were workshops in the afternoon and a public meeting in the evening. The meeting was fairly well attended and it was a good event.

Leslie Richards, Montgomery County Commissioner, reported that the Norristown High Speed Line will be ready and able to take riders to the U.S. Open Golf Tournament, which will be taking place in June. She reported that the Lafayette Street Corridor is out to bid; this is a new section and will be a huge project. The new Executive Director for Montgomery County's Planning Commission, Jody Holton, has been hired and will be starting in mid-May.

John McBlain, Delaware County, reported that he is excited about the planning that is going into preparations for the U.S. Open Golf Tournament. He thanked SEPTA and PennDOT for their coordination with this.

Rina Cutler, City of Philadelphia, introduced the new Director of Engineering and Planning, Michael A. Carroll. She reported on the Mayor's announcement regarding the bike share plan in 2014. The business plan results for the bike share should be done in the next week or two and at that point the city will bring people together to talk about implementation funding; this will be presented to the Board. The city has taken a look at the current design standards and has put together a green infrastructure manual. The report is currently in draft form and should be completed in approximately six months.

Jacqueline Parker, City of Chester, reported that the city received a grant from PennVest for trees throughout the city and thanked DVRPC staff for their assistance.

## **PRESENTATIONS**

### **7. Connections 2040 Tracking Progress**

As part of its long-range planning effort, DVRPC utilizes meaningful, reliable, and easy to replicate data to track the region's progress towards the goals of the Long-Range Plan. This data is compiled in the *Connections 2040 Tracking Progress Report*. Staff provided the Board with an overview of the report findings.

### **8. Progress Toward Smart Growth**

Staff presented two recent initiatives: the Smart Growth Project Database, a new online mapping application that tracks a variety of noteworthy development projects throughout the region; and a survey of municipalities on their progress toward smart growth goals.

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

### **a. PA Senator Rafferty's Proposal**

Mr. Seymour called the Board's attention to the fact that Senator Corbett's Transportation Funding Proposal has advanced and that Senator Rafferty and the Transportation Committee have put forth their proposal. There are significant differences between the two proposals. It is unclear if there will be a competing or complementary bill in the House; it will be officially introduced this week.

### **b. TIGER Grants**

Mr. Seymour reported that at the Federal level there has been an announcement for another round of TIGER grants. A total of \$474 million is available; the application process opens on April 29 and goes until June 3. Mr. Seymour stated that DVRPC is available to facilitate in any way.

### **c. Air Quality Partnership EnviroFlash**

Mr. Seymour reported that DVRPC is working with the EPA on the EnviroFlash notification system. Individuals can sign up and receive a warning about air quality in the area.

### **d. Classic Towns Photo Exhibit**

Mr. Seymour reported that last summer DVRPC started a Classic Towns Photo Contest Exhibit for the Classic Towns program and a number of photos were received. Through the course of the year there has been a rotating art exhibit of the photos and it is currently in Ardmore. A complete schedule and a list of locations are in each Board folder.

### **e. Connections 2040 Public Outreach**

Mr. Seymour reported on the Connections 2040 public outreach campaign and the numerous public outreach events taking place.

### **f. New Jersey TransAction**

Mr. Seymour reported on the New Jersey TransAction Conference, which took place April 17-19.

g. Bike and Pedestrian Summit

Mr. Seymour called the Board's attention to the Bike and Pedestrian Summit taking place at DVRPC on April 30. The event has reached maximum attendance for physical participation and there will also be webinar participation. DVRPC staff is currently working to manage bicycle parking for the event.

h. Women's Transportation Seminar (WTS)

Mr. Seymour called the Board's attention to the Women's Transportation Seminar taking place on May 15-17. The Blue Ribbon opening night reception will be taking place on May 15 at the National Constitution Center.

i. National Association of Regional Councils

Mr. Seymour noted that the National Association of Regional Council's meeting will take place on June 23-26. He asked for the Board's support and encouraged the Board to assist with sponsorship opportunities.

**9. Committee Reports**

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

(1) Regional Technical Committee; (2) Goods Movement Task Force

**OLD BUSINESS**

No old business was stated.

**NEW BUSINESS**

No new business was stated.

There being no further business, the meeting was adjourned at 11:30 p.m. on a **MOTION** by Ms. Cutler, seconded by Mr. Kuhn.

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



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

I certify that this is a true and correct copy.

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Renee Wise, Recording Secretary