

**DELAWARE VALLEY REGIONAL PLANNING COMMISSION**

**BOARD COMMITTEE**

Minutes of Meeting of March 28, 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  
Pennsylvania Department of Transportation  
New Jersey Governor's Appointee  
Pennsylvania Governor's Appointee  
Pennsylvania Governor's Policy & Planning Office  
Bucks County

Joyce Paul  
David Kuhn  
James Mosca  
Amy Herbold  
Ronald Henry  
Kathleen Bruder  
Diane Ellis-Marseglia

Chester County

Lynn Bush  
Terence Farrell

Delaware County  
Montgomery County

Ronald Bailey

John McBlain

Leslie Richards

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

Turea Hutson

Carol Ann Thomas

Andrew Levecchia

Richard Westergaard

Donna Lewis

Jacqueline Parker

Rina Cutler

Edward Williams

Jeffrey Wilkerson

**Non-Voting Members**

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

Sandra Brillhart  
(not represented)

(not represented)

(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	Cosmo Servidio
Delaware River Port Authority	Barbara Holcomb
Port Authority Transit Corporation	(not represented)
Pennsylvania Department of Community and Economic Development	Lisa Worden
New Jersey Office for Planning Advocacy	Katherine Meade

DVRPC Co-Counsel

Pennsylvania Co-Counsel	James Kilcur
New Jersey Co-Counsel	Thomas Coleman

DVRPC Staff: Barry J. Seymour, Richard Bickel, John Ward, Candy Snyder, Richard Murphy, Chris Puchalsky, Paul Smith, Stan Platt, Elizabeth Schoonmaker, Thomas McGovern, Taghi Ozbeki, John Coscia, Jr., Ted Dahlburg, Karen Cilurso, Jane Meconi, Karin Morris, Christina Arlt, Sarah Oaks, Matthew Gates, Robert Graff, Brad Lane, Kale Driemeir, Jerry Coyne, Will Stevens, and Renee Wise.

Guests

New Jersey Department of Transportation	Andrew Clark
Pennsylvania Department of Transportation (Dist. 6)	Linda Guarini
Cross County Connection Transportation Management Association	William Ragozine
3M New Jersey	Leah Picone
Clean Air Council	Dennis Winters
Delaware County Planning Department	Thomas Shaffer
Residents for Regional Traffic Solutions, Inc.	Susan Herman
Montgomery County	Bridget Chadwick
Commuter Services of Pennsylvania	Matt Boyer
Commuter Services of Pennsylvania	Stacy Newcomer

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

Chair Terence Farrell called the meeting to order at 10:03 a.m. Executive Director Barry Seymour introduced Amy Herbold, New Jersey Governor's Appointee, to the Board for her first meeting as a voting member.

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

Public comments were submitted about TIP Actions from Bridget Chadwick of Montgomery County, Susan Herman of the Residents for Regional Traffic Solutions, Inc., and Dennis Winters of the Clean Air Council. A response from DVRPC followed.

### **1. Minutes of Meeting of February 28, 2013**

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

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

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

#### **a. PA13-22: Transit and Regional Rail Station Program, (MPMS# 77183), SEPTA**

SEPTA is requesting that DVRPC amend the FY2013-2016 TIP for Pennsylvania by adding the 23rd and Venango Streets and 35th and Allegheny Streets Bus Loop Rehabilitation projects to the Transit and Regional Rail Station Program, MPMS# 77183, by using funds made available through value engineering and low bid savings. This action would advance projects that are on the Illustrative Unfunded list.

SEPTA was selected to receive \$5 million in federal discretionary Livability Initiative (Section 5309-C) funding on July 16, 2011 for the 33rd & Dauphin Streets Bus Facility Rehabilitation (MPMS# 77183). A total of \$6.25 million (\$5 million federal/ \$1,209,688 State/\$40,312 Local) was programmed in FY 2012 of the FY 2011-2014 Transportation Improvement Program (TIP) under MPMS #77183, Transit and Regional Rail Station Program. As a result of value engineering and excellent construction bids for the 33rd & Dauphin Streets Bus Facility Rehabilitation project, SEPTA anticipates achieving approximately \$2.15 million in project savings. To repurpose these federal discretionary funds within the region, SEPTA requested and received FTA approval to advance the rehabilitation of the 23rd & Venango Streets

and 35th & Allegheny Streets bus facilities with the construction savings.

All three bus facilities are located in North Philadelphia and share common infrastructure improvement needs and community importance. Each facility has exceeded its useful life and is in need of repair. The 23rd & Venango Streets Bus Facility Rehabilitation is a \$1.7 million (\$1,360,000 5309-C/\$329,035 State 1514 Bond/\$10,965 Local) project and the 35th & Allegheny Streets Bus Facility is a \$450,000 (\$360,000 5309-C/\$87,097 State 1514 Bond/\$2,903 Local) project. Improvements for both facilities will include new shelters, lighting, signage and bike racks, along with improved accessibility and safety that will improve bus and pedestrian movement to maximize operational efficiency. The 23rd & Venango Bus Facility will also include passenger loading platforms. The designs, for both facilities, will incorporate environmentally sustainable strategies including storm water management and native landscaping.

Financial constraint will be maintained. 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 action:

SEPTA's request that DVRPC amend the FY2013 - 2016 TIP for Pennsylvania by adding the 23rd and Venango Streets and 35th and Allegheny Streets Bus Loop Rehabilitation projects to the Transit and Regional Rail Station Program, MPMS# 77183, by using \$2,150,000 (\$1,720,000 5309-C/\$416,132 1514 Bond/\$13,868 Local), made available through value engineering and low bid savings, for the Capital Asset Construction (CAP) phase in FY13.

**b. PA13-23: Expressway Service Patrol - Suburban Counties (2013 - 2016), (MPMS# 92182), Various Counties**

PennDOT is requesting that DVRPC amend the FY2013-2016 TIP for Pennsylvania by adding a project back in to the TIP, the Expressway Service Patrol 2013-2016, Suburban Counties project, MPMS# 92182, in the amount of \$6,000,000 STU for FY13 implementation.

This program provides for the operation of emergency service patrols on congested state highways, in Bucks, Chester, Delaware, and Montgomery Counties, to detect

and clear incidents rapidly by providing emergency assistance to stranded motorists. A separate contract for the Philadelphia Expressway Service Patrol (MPMS #91490) is currently programmed on the DVRPC TIP. District 6-0 request for federal funds will allow the continuation of service to the suburban counties for an additional 2 years. Service will be provided on 50 linear miles including: I-76 from Philadelphia to the PA Turnpike; I-95 from the New Jersey State Line to the Bucks County line; I-476 from I-95 to the PA Turnpike; US Route 202 from I-76 to US 30; US Route 422 from Route 202 to Royersford; PA 309 from PA 63 to Easton Road; and US 30 from Business Route 30 to PA 10.

Approximately half of all delays experienced by highway users in congested areas are caused by traffic accidents, vehicles breakdowns, and other incidents. Prompt incident management programs can reduce this delay significantly. From 2000 to 2011, the service patrols have handled more than 101,100 incidents along the District expressway corridors in the five (5) counties with more than 13,400 in 2011 alone. Calendar Year 2012 saw more than 9,600 incidents handled.

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.

A public comment was received from Bridget Chadwick of Montgomery County regarding service patrols not being the appropriate solution for congestion. Ms. Chadwick submitted an exhibit (taken from the Federal Highway Administration) detailing the sources of congestion. A response from DVRPC followed.

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

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

PennDOT's request that DVRPC amend the FY2013-2016 TIP for Pennsylvania by adding a project back in to the TIP, the Expressway Service patrol 2013-2016, Suburban Counties project, MPMS# 92182, in the amount of \$6,000,000 STU for construction in FY13.

**c. PA13-24: Sedgley Avenue Bridge over Conrail (MPMS#s TBD), City of Philadelphia**

The City of Philadelphia's request that DVRPC amend the FY2013-2016 TIP for Pennsylvania by adding a new \$2,167,166.33 project to the TIP, the Sedgley Avenue Bridge over Conrail project by programming \$180,000 Act 13 for preliminary engineering and \$120,000 Act 13 for final design in FY13 and \$1,867,166.33 Act 13 construction in FY14. These are additional funds to the region.

The Sedgley Avenue Bridge over Conrail is located west of 7th Street in North Philadelphia. The purpose of the project is to rehabilitate the Sedgely Avenue Bridge to prolong its useful life. The scope includes steel repairs, paint, and deck replacement. The bridge has a 29.6 sufficiency rating, is posted for 20 tons, and will continue to deteriorate without rehabilitation.

Act 13 of 2012, is a new Pennsylvania State law, which establishes a Marcellus Legacy Fund that allocates a portion of the Marcellus Shale Impact Fee to the Highway Bridge Improvement Restricted Account in the Motor License Fund. These funds are distributed to counties (proportionately based on population) and are to be used to fund the replacement or repair of locally owned (county or municipal), at-risk, deteriorated bridges. In collaboration with the County Commissioners Association of Pennsylvania (CCAP), the Pennsylvania Department of Transportation (PennDOT) has defined an at-risk deteriorated bridge to be one that is structurally deficient including those that are posted with weight restrictions.

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

There were some questions and discussion about how strict design standards for Act 13-funded projects would be and if there is a way to streamline the process when not using federal dollars. It was also noted that Act 13 funds can also be used for recreation and trails programs.

A public comment and question were received from Bridget Chadwick of Montgomery County regarding whether the Sedgley Ave Bridge over Conrail was previously removed from older TIPs. A response from DVRPC followed.

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

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

The City of Philadelphia's request that DVRPC amend the FY2013-2016 TIP for Pennsylvania by adding a new \$2,167,166.33 project to the TIP, the Sedgley Avenue Bridge over Conrail project by programming \$180,000 Act 13 for preliminary engineering and \$120,000 Act 13 for final design in FY13 and \$1,867,166.33 Act 13 for construction in FY14.

**d. NJ12-56: Burlington County Roadway Traffic Signal Upgrade and System Interconnect (DB# D1303), Burlington County**

Burlington County has requested that DVRPC amend the FY2012 – 2015 TIP for New Jersey by adding a new \$1,030,000 STP-STU project, Burlington County Roadway Traffic Signal Upgrade and System Interconnect (DB# D1303), for construction in FY13. Funds will be made available by other projects that have schedules, which have slipped to next year or later, or additional obligation authority made available to DVRPC by NJDOT.

The project will upgrade two (2) traffic signals to current design standards and provide for uninterruptible power supply (UPS) in the event of power failure at the intersection of Monmouth and Jacobstown New Egypt Roads and the intersection of Pemberton Browns Mills and Juliustown Roads. It will additionally link 17 traffic signals onto the County's existing traffic signal network by constructing an underground conduit and fiber optic cable at four locations and installing only a fiber optic cable at four other locations with an existing empty conduit. As a result, the interconnected traffic signals will allow the ease of adjusting timing plans, which will improve coordination and progression, reduce congestion and vehicle emissions, and enhance safety.

Financial constraint will be maintained by making adjustments to other existing TIP projects whose schedules or costs have changed, or by using additional obligation authority made available to DVRPC by NJDOT. All projects listed contribute to fiscal constraint. The TIP's current conformity finding will not be impacted by this amendment. This project will be included in subsequent regional emissions analysis as required by the current conformity rule.

Favorable recommendation was received from the Regional Technical Committee.

A public comment was received from Bridget Chadwick of Montgomery County regarding the Burlington County project and not being provided with information about existing conditions for transit/ped/bike travel or how the proposed improvements will affect transit/ped/bike travel. A response from DVRPC followed.

**e. NJ12-57: Burlington County Roadway Safety Improvements (DB# D0302), Burlington County**

Burlington County has requested that DVRPC amend the FY2012 – 2015 TIP for New Jersey by adding a \$856,000 STP-STU project back in to the TIP, the Burlington County Roadway Safety Improvements (DB# D0302) for construction in FY13. Funds will be made available by other projects that have schedules, which have slipped to next year or later, or additional obligation authority made available to DVRPC by NJDOT.

The project will improve the safety and efficiency of the existing transportation system by restriping existing yellow and white pavement markings and installing raised pavement markers (RPMs) at various locations throughout the County that have not been repaved in the last five (5) years. It will also include the installation of reflective traffic stripes and markings, pavement reflectors and castings, and rumble strips. No substantial land acquisition or traffic disruption will occur.

Financial constraint will be maintained by making adjustments to other existing TIP projects whose schedules or costs have changed, or by using additional obligation authority made available to DVRPC by NJDOT. 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.

Favorable recommendation was received from the Regional Technical Committee.

A public comment was received from Bridget Chadwick of Montgomery County about the Burlington County project descriptions not providing information about existing conditions for transit/ped/bike travel. A public comment was also received from John Boyle of the Bicycle Coalition of Greater Philadelphia regarding the use of rumble strips on shoulders and the need to consider bike safety. A response from DVRPC followed.

**f. NJ12-58: Ben Franklin Bridge Walkway Cameras and Call Stations (DB# D1304), DRPA/PATCO**

The Delaware River Port Authority/Port Authority Transit Corporation (DRPA/PATCO) has requested that DVRPC amend the FY2012 – 2015 TIP for New Jersey by adding a new \$400,000 STP-STU project, Ben Franklin Bridge Walkway Cameras and Call Stations (DB# D1304), for construction in FY13. Funds will be made available by other projects that have schedules, which have slipped to next year or later, or additional obligation authority made available to DVRPC by NJDOT.



The Ben Franklin Bridge is a primary vehicular, transit, and pedestrian/bicycle connection between two major Core Centers of the Delaware Valley region, the Center City Philadelphia downtown business district in Pennsylvania and the Camden City/Cherry Hill/Mt. Laurel centers in New Jersey over the Delaware River. The bridge daily carries 40,000 rail passengers on the PATCO Hi-Speed Line, more than 100,000 motor vehicles, and more than 1,000 pedestrian and bicycle users. The project would provide for the installation of 40 new cameras and 20 call boxes along both walkways of the bridge and utilize the existing fiber optic cable for communications. The call boxes will be identified by a blue light to provide the police and public a visual reference point. For each side of the bridge, each of the 10 gantries will have a call box and within its immediate vicinity, two cameras. The equipment would assist the safe passage of walkway users by providing a means to contact the DRPA police in case of an emergency and surveillance of the bridge infrastructure at all times.

Financial constraint will be maintained by making adjustments to other existing TIP projects whose schedules or costs have changed, or by using additional obligation authority made available to DVRPC by NJDOT. 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.

Favorable recommendation was received from the Regional Technical Committee.

Several public comments were received in support of this action item. A public comment was also received questioning whether the cameras would be replacing bike officers that currently patrol the bridge. A response from DVRPC followed.

**g. NJ12-59: Paratransit Vehicles (Various DB#s), Various Counties  
Camden County Bus Purchase (DB# D0601)  
Mercer County Bus Purchase (DB# D1011)**

NJ Transit has requested on the behalf of the Camden County Senior Citizen United Community Services (SCUCS), the South Jersey Transportation Authority (SJTA), and Mercer County Transportation Resources to Aid the Disadvantaged and Elderly (TRADE) that DVRPC amend the FY2012 – 2015 TIP for New Jersey by increasing the funding for Camden County Bus Purchase (DB# D0601) and adding Mercer County Bus Purchase (DB# D1011) back in to the TIP by a total of \$891,000 STP-STU in FY13 for SCUCS, SJTA, and TRADE paratransit services. Camden County SCUCS requests \$198,000; the SJTA requests \$495,000; and Mercer County TRADE requests \$198,000 to purchase three (3) vans each, which will replace a total of nine (9) existing vans. The total amount requested (\$891,000 STP-STU funds) includes a 10 percent (10%) NJ Transit administration cost of \$81,000. STP-

STU funds will be flexed (transferred) by NJDOT and NJ Transit to the Federal Transit Administration (FTA) for SCUCS, SJTA, and TRADE. Funds will be made available by other projects that have schedules, which have slipped to next year or later, or additional obligation authority made available to DVRPC by NJDOT. These vehicles will provide residents in Camden and Mercer Counties as well as Gloucester County (SJTA) a combination of fixed route, subscription, and demand responsive services for a variety of trip purposes, particularly to employment services.

Financial constraint will be maintained by making adjustments to other existing TIP projects whose schedules or costs have changed, or by using additional obligation authority made available to DVRPC by NJDOT. All projects listed contribute to fiscal constraint. The TIP's current conformity finding will not be impacted by this amendment, as these projects are exempt.

Favorable recommendation was received from the Regional Technical Committee.

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

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

- 1) NJ12-56, Burlington County's request to amend the FY2012 – 2015 TIP for New Jersey by adding a new \$1,030,000 STP-STU funded project, Burlington County Roadway Traffic Signal Upgrade and System Interconnect (DB# D1303), for construction in FY13.
- 2) NJ12-57: Burlington County's request to amend the FY2012 – 2015 TIP for New Jersey by adding a \$856,000 STP-STU project back in to the TIP, Burlington County Roadway Safety Improvements (DB# D0302) for construction in FY13.
- 3) NJ12-58: DRPA/PATCO's request to amend the FY2012 – 2015 TIP for New Jersey by adding a new \$400,000 STP-STU funded project, Ben Franklin Bridge Walkway Cameras and Call Stations (DB# D1304), for construction in FY13.
- 4) NJ12-59: NJ Transit's request on behalf of Camden County's Senior Citizen United Community Services (SCUCS), the South Jersey Transportation Authority (SJTA), and Mercer County Transportation Resources to Aid the Disadvantaged and Elderly (TRADE) that DVRPC amend the FY2012 – 2015 TIP for New Jersey by increasing the funding for Camden County Bus

Purchase (DB# D0601) and adding Mercer County Bus Purchase (DB# D1011) back into the TIP by a total of \$891,000 STP-STU in FY13 for SCUCS, SJTA, and TRADE paratransit services. Camden County SCUCS requests \$198,000; the SJTA requests \$495,000; and Mercer County TRADE requests \$198,000 to purchase three (3) vans each, which will replace a total of nine (9) existing vans.

### **3. Fiscal Year 2013 Planning Work Program Amendments**

#### **a. DVRPC FY 2013 and FY 2014 Planning Work Program Project: Glassboro-Camden Transit Line Ridership Forecast**

Chris Puchalsky, DVRPC Associate Director of Systems Planning, explained to the Board that the possibility of improved transit service in south Jersey has been studied numerous times since the PATCO line originally opened. The success of the Riverline has spurred additional studies, including a 2007 Alternative Analysis on the corridor between Glassboro, NJ, in Gloucester County and Camden, NJ, in Camden County. This study will follow up on the 2007 Alternatives Analysis, which determined that a light rail transit (LRT) line from Glassboro to Camden is promising. The Delaware River Port Authority (DRPA) recently awarded STV, Inc. a contract to do an environmental impact statement (EIS) and preliminary engineering on the Glassboro to Camden Line (GCL). DVRPC will work with DRPA, STV, and STV's sub-consultants to forecast ridership for the GCL and to provide other planning support as required.

Favorable recommendation was received from the Regional Technical Committee.

Three public comments were received. The comments included support for the project, questions about whether bicycle and pedestrian access would be analyzed, and a question as to whether there are plans for transit alternatives on other highways in South Jersey. A response from DVRPC followed.

**MOTION** by Ms. Thomas, seconded by Mr. Westergaard, that the Board amend the DVRPC FY 2013 Planning Work Program to include the addition of the Glassboro – Camden Transit Line Ridership Forecast to the FY2013 and FY 2014 UPWPs.

#### **b. DVRPC FY13 and FY14 Work Program Amendment: Philadelphia Food Funders Strategic Plan and Funding Scan**

Alison Hastings, DVRPC Manager of Strategic Partnerships, explained to the Board that the Convergence Partnership, a collaborative of six national funders (California

Endowment, Kaiser Permanente, Kresge Foundation, Nemours, Robert Wood Johnson Foundation, and the W. K. Kellogg Foundation), awarded the Delaware Valley Grantmakers' Philadelphia Food Funders a \$60,000 grant to promote and support multi-field, equity-focused environmental and policy change efforts. The grant will support a three-part project to create a strategic plan for the Philadelphia Food Funders, undertake a policy scan on efforts to reduce childhood obesity and develop an outreach plan to highlight the funders' efforts.

The Greater Philadelphia Food Funders is a regional affinity group based at the Delaware Valley Grantmakers (DVG) – Philadelphia's regional grantmakers membership organization. The Food Funders consists of 120 philanthropic professionals who have self-identified as having an interest in funding food system work. Participants represent the broad spectrum of philanthropy: independent foundations, family foundations, grantmaking public charities, corporate foundations, government funders, and individual donors. Their common denominator is working to create more equitable access to healthy foods and economic opportunity around healthy foods.

DVG wants to contract with DVRPC to undertake two of this three-part project; specifically the strategic plan for the Food Funders and the funding scan that identifies the region's most successful efforts to reduce childhood obesity. This project builds off DVRPC's recent work with the William Penn Foundation, managing a financial and technical assistance program that benefited food system stakeholders, and staff's recent leadership position coordinating the Food Funders.

The contract would be in effect from 4/1/2013 to 10/31/2013.

Favorable recommendation was received from the Regional Technical Committee.

Board members raised some questions about the project and whether this is the kind of work in which DVRPC engages. The Executive Director responded and explained the varied types of work in which DVRPC has been involved, including its successful engagement in regional food system planning. There was discussion among Board members about whether this work program amendment was something that DVRPC should undertake and whether it is in line with its mission. The discussion concluded with a suggestion to hold a policy meeting to discuss this broader question.

**MOTION** by Ms. Cutler, seconded by Mr. Levecchia that the Board amends the DVRPC Fiscal Year 2013 and Fiscal Year 2014 Work Programs to include the "Philadelphia Food Funders Strategic Plan and Funding Scan" and allow the

Executive Director to enter into a contract with the Delaware Valley Grantmakers to fund the work.

Terence Farrell, Chester County Commissioner, Diane Ellis-Marseglia, Bucks County Commissioner, and John McBlain, Delaware County Councilman, **opposed** the motion.

#### **4. FHWA Adjusted Urbanized Area**

Matthew Gates, DVRPC Manager of the Office of Modeling & Analysis, explained to the Board that the Census Bureau recently completed its update of Urbanized Areas based on the 2010 Census. FHWA allows the states, in cooperation with regional and local governments, to adjust (expand) the urbanized areas. The Adjusted Urbanized Area is used to determine the Federal Functional Classification of roadways. Eligibility for some Federal transportation programs is based in part on the Federal Functional Class. Staff presented DVRPC's proposed adjustments to the Urbanized Area and asked the Board for approval.

Favorable recommendation was received by the Regional Technical Committee.

A public comment was received by Dennis Winters of the Clean Air Council questioning what effect on open space and development, urban classification will have. Sue Herman of the Residents for Regional Traffic Solutions Inc., inquired as to whether the adjusted urbanized areas would require expansion of the roads in those areas. A response from DVRPC followed.

**MOTION** by Ms. Thomas, seconded by Mr. Henry that the Board approves the FHWA Adjusted Urbanized Boundary for the DVRPC region.

#### **5. Memorandums of Understanding (MOUs) with Lehigh Valley Transportation Study (LVTS) and Reading Area Transportation Study (RATS)**

Matthew Gates, Manager of the Office of Modeling and Analysis, explained to the Board that because portions of the Pottstown and Allentown Urbanized Areas extend across MPO boundaries, DVRPC has maintained Memorandums of Understanding with LVTS and RATS regarding the transportation planning and programming responsibilities for these Urbanized Areas. These MOUs are updated every 10 years, following the definition of new Urbanized Areas by the Census Bureau. Staff presented the updated MOUs and asked the Board for approval.

Favorable recommendation was received from the Regional Technical Committee.

**MOTION** by Ms. Richards, seconded by Mr. Mosca that the Board approve Memorandums of Understanding with Lehigh Valley Transportation Study and Reading Area Transportation Study.

**6. FY 2014 PennDOT Transportation Management Assistance Grant Program Work Programs**

Sarah Oaks, DVRPC Principal Planner, Office of Transportation Safety and Congestion Management, explained to the Board that PennDOT has annually funded Transportation Management Association (TMA) activities for selected TMAs since 1992. This program was developed to provide operating assistance to these public-private partnerships to support their travel demand management promotional work as a means to mitigate traffic congestion and improve regional air quality. This is an ongoing program, and is renewable annually. PennDOT requested that DVRPC assume joint oversight of work program development and execution in FY 2002.

There are currently six TMAs serving suburban areas in southeastern Pennsylvania: The Bucks County, Chester County, Delaware County, Greater Valley Forge, Partnership TMA, and one which serves central Philadelphia. As part of their assistance grants, each suburban TMA undertakes generally similar work. The Central Philadelphia TMA's work program is tailored to the particular transportation needs of Center City and partners with the City of Philadelphia. The individual Work Programs, as submitted, describe the efforts each of the plans will undertake if their application is approved. The work programs have been reviewed and approved by the respective County Planning Commission staffs, as well as DVRPC, SEPTA, and PennDOT.

The maximum allowable grant is \$192,000 per TMA, and each TMA has applied for that amount. The total application package totals \$1,152,000 (\$921,600 CMAQ, \$230,400 local match). A review of each application indicates that each applicant is able to meet their match requirement.

Draft work programs for each applicant were released for comment in February. Comments received by the closing date of February 15 were incorporated and the final documents are now ready for approval.

This project will not alter the region's conformity finding since the project is exempt.

Favorable recommendation was received from the Regional Technical Committee.

**MOTION** by Mr. McBlain, seconded by Ms. Cutler that the Board approve and

forward to PennDOT for their approval the FY 2014 TMA Assistance Grant work programs for a total grant of \$192,000 each (\$153,600 CMAQ, \$38,400 local match) to the Bucks County, Chester County, Delaware County, Greater Valley Forge, Partnership, and Central Philadelphia TMAs, for a total program of \$1,152,000 (\$921,600 CMAQ, \$230,400 TMA match)

## **7. FY 2014 Mobility Alternatives Program Work Program**

Sarah Oaks, DVRPC Principal Planner, Office of Transportation Safety and Congestion Management, explained to the Board that the Mobility Alternatives Program (MAP) was initiated in 1995 in response to the need for measures to reduce highway congestion, including businesses, schools, and other organizations on a voluntary basis. There are currently five TMAs involved in MAP: Bucks County, Chester County, Delaware County, Greater Valley Forge, and Partnership TMAs, along with the Clean Air Council (in Philadelphia), and SEPTA. Efforts of the contractors are directed to highly congested corridors within their service areas. Work includes outreach to employers, assistance in developing Travel Demand Management (TDM) strategies for employer use, promotion of the RideECO, Share-A-Ride and Emergency Ride Home programs, and participation in outreach for the Air Quality Partnership.

MAP is an outreach and education effort to increase employers' and commuters' awareness of and participation in the various TDM techniques available to them. The success of the overall program is monitored by contractors' submissions of monthly progress reports, which show the results of work toward reducing single-occupant autos. At PennDOT's request, the DVRPC Board has been asked to review and approve the individual applications.

The Bucks County TMA, Delaware County TMA, TMA of Chester County, Greater Valley Forge, and Partnership TMAs, have applied for the maximum of \$67,450 each. The Clean Air Council, working on behalf of the City of Philadelphia, has applied for \$77,750. SEPTA has applied for \$150,000. The DVRPC portion of the contract totals \$251,000, which includes overall program administration, Share-A-Ride operations, Emergency Ride Home administration, and program marketing efforts. The total application package totals \$816,000 (\$652,800 CMAQ, \$163,200 contractor match). Staff has reviewed all applications; each one submitted shows appropriate financial standing as well as acceptable work scopes.

This project will not alter the region's conformity finding since the project is exempt.

Favorable recommendation was received from Regional Technical Committee.

**MOTION** by Ms. Marseglia, seconded by Mr. McBlain, that the Board approve and forward to PennDOT for their approval the FY 2014 Mobility Alternatives Program grant requests for the Bucks County TMA, the TMA of Chester County, the Delaware County TMA, the Greater Valley Forge TMA, the Partnership TMA, The Clean Air Council, SEPTA, and DVRPC for a program total of \$816,000 (\$652,800 CMAQ, \$163,200 contractor match).

## **DISCUSSION ITEM**

### **8. One Minute Reports**

Byron Comati, SEPTA, reported that SEPTA's capital budget was recently released for public comment and that public outreach efforts are underway. New fare technology and fare increases were also released and public comments are being received.

Sandra Brillhart, Federal Highway Administration (NJ), reported that new NEPA/MAP-21 eligibility criteria for categorical exclusions are available on FHWA's website. They will be receiving public comments on this until the end of April.

Kathy Bruder, Pennsylvania Governor's Policy and Planning Office, reported that Governor Corbett's transportation funding plan is out and asked for everyone's support.

David Kuhn, New Jersey Department of Transportation, reported that they will be swapping existing available federal funds for available state trust fund money in order to partly fund NJ Transit in the coming fiscal year. Just over \$100 million in state trust funding now allocated to NJ Transit will be allocated to county and local scoping projects as directed by the MPOs; and the same amount in federal funds will instead now be allocated to NJ Transit. This swap will not increase funding for either NJ Transit or local projects, but will provide more flexibility for both in the use of those funds. In the DVRPC region, the annual allocation for these local scoping projects will remain at approximately \$16 million. The intent is to continue the swap for FY14 and FY15, although if the federal transportation law and regulations change at that time this approach will be re-evaluated.

Leslie Richards, Montgomery County, reported that Phase I of the letting of Lafayette St. will be taking place on April 4. This is a brand new road and will help with reducing congestion, as well as serve as a connector road.



John McBlain, Delaware County, reported that the county is applying for Act 13 funds from Marcellus shale mining for open space projects.

Carol Ann Thomas, Burlington County, reported that the county is interested in funding from NJDOT and questioned David Kuhn about whether the department had made any decision about which projects to fund.

Donna Lewis, Mercer County, reported that the tower of the Mercer County Airport has been closed due to the federal sequester of funds, but that flights should be able to run without the use of the tower.

Rina Cutler, City of Philadelphia, reported that they will be hosting the Bicycle and Pedestrian Summit, which is taking place on April 30 at DVRPC. She reported that the City's second annual April Fool's Day safety message will be coming out and that last year's won the best national public service announcement award.

Lisa Worden, Pennsylvania Department of Community and Economic Development, reported that evidence of Marcellus Shale funding her department's projects is evidenced in greenways trails and recreation.

## **PRESENTATION**

### **9. Data Snapshots Series: Immigration in Greater Philadelphia**

Karin Morris, DVRPC's Manager of the Office of Smart Growth, and Christina Artl, Planner, Office of Smart Growth, presented a Data Snapshot that examines the foreign-born population in Greater Philadelphia, which has grown and changed rapidly since 1990. The Greater Philadelphia's population is becoming more diverse, and immigration has helped many communities in the region replenish population losses.

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

#### **a. Pennsylvania Transportation Funding Proposal**

Mr. Seymour reported that the funding proposal was moving through the legislative process.

#### **b. Policy Analysis Committee**

Mr. Seymour reported that the committee discussed the Governor's funding plan and the Long Range Plan. There was also an update from PennDOT, NJDOT,

and SEPTA, and the committee talked about different funding options for transportation projects.

c. Region on the Rise

Mr. Seymour called the Board's attention to the Region on the Rise event, which is being hosted by the Philadelphia Chamber of Commerce. Congressman Bill Shuster will be speaking at the event at the Warwick Hotel on April 3.

d. Delaware Valley Smart Growth Alliance

Mr. Seymour called the Board's attention to the Delaware Valley Smart Growth Alliance event. DVRPC is partnering with the Delaware Valley Smart Growth Alliance on this event, which will take place at the PECO building on April 5. Fifteen communities are participating and bringing in displays on development opportunities in the region.

e. NJ TransAction

Mr. Seymour called the Board's attention to the TransAction Conference, which will be taking place in Atlantic City from April 17-19. Many DVRPC staff will be participating. He encouraged Board members and alternates to attend.

f. Bike and Pedestrian Summit

Mr. Seymour called the Board's attention to the Bike and Pedestrian Summit, which will be taking place at DVRPC on April 30. Mr. Seymour encouraged Board members and alternates to attend.

g. National Association of Regional Councils

Mr. Seymour called the Board's attention to the National Association of Regional Councils Conference, which will be taking place in Philadelphia from June 23-26. DVRPC is hosting the conference and he encouraged Board members and staff to attend and participate.

## **9. Committee Reports**

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

- (1) Regional Technical Committee;
- (2) Information Resources Exchange Group;
- (3) Transportation Operations Task Force;
- (4) Regional Safety Task Force;
- (5)

Regional Aviation Committee; (6) Public Participation 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 12:00 p.m. on a **MOTION** by Ms. Lewis, seconded by Ms. Cutler.

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I certify that this is a true and correct copy.

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Renee Wise, Recording Secretary