

**DELAWARE VALLEY REGIONAL PLANNING COMMISSION**

**BOARD COMMITTEE**

Minutes of Meeting of September 26, 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  
James Simpson  
Dave Kuhn

Pennsylvania Department of Transportation  
New Jersey Governor's Appointee  
Pennsylvania Governor's Appointee  
Pennsylvania Governor's Policy & Planning Office

James Mosca  
Amy Herbold  
Joshua Novotney  
Kathleen Bruder  
Christopher Sullivan  
Diane Ellis-Marseglia  
Lynn Bush

Bucks County

Terence Farrell  
Ronald Bailey

Chester County

Delaware County

John McBlain  
Linda F. Hill

Montgomery County

Leslie Richards  
Jody Holton  
Turea Hutson

Burlington County

Carol Ann Thomas

Camden County

Andrew Levecchia

Gloucester County

Richard Westergaard

Mercer County

Matthew Lawson

City of Chester

(not represented)

City of Philadelphia

Rina Cutler

City of Camden

(not represented)

City of Trenton

Jeffrey Wilkerson

Non-Voting Members

Federal Highway Administration  
New Jersey Division

(not represented)

Pennsylvania Division	(not represented)
U.S. Department of Housing and Urban Development, Region III	(not represented)
U.S. Environmental Protection Agency, Region II	(not represented)
U.S. Environmental Protection Agency, Region III	(not represented)
Federal Transit Administration, Region III	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	(not represented)
Delaware River Port Authority	Barbara Holcomb
Port Authority Transit Corporation	Phil Spinelli
New Jersey Office of Planning Advocacy	Katherine Meade
Pennsylvania Department of Community and Economic Development	Lisa Worden

**DVRPC Co-Counsel**

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

**DVRPC Staff:** Barry J. Seymour, Richard Bickel, John Ward, Patty Elkis, Paul Smith, Chris Puchalsky, Mary Bell, Rob Graff, Richard Murphy, Kwan Hui, Sean Greene, Elizabeth Schoonmaker, Thomas McGovern, Jane Meconi, Michael Boyer, Brett Fusco, James Briggs, Elise Turner, Ryan Gallagher, Betsy Mastaglio, Taghi Ozbeki, Elizabeth Compitello, Sarah Oaks, Zoe Neaderland, and Renee Wise.

**Guests**

Cross County Connection TMA	William Ragozine
Pennsylvania Department of Transportation (Dist. 6)	Linda Guarini
Citizen of Bucks County	Sue Herman
Citizen of Montgomery County	Bridget Chadwick
Bicycle Coalition of Greater Philadelphia	Sarah C. Stuart
Clean Air Council	Dennis Winters

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

Chair James Simpson called the meeting to order at 10:04 a.m. Chair Simpson thanked the Board for its support and the opportunity to Chair the DVRPC Board meetings.

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

Sue Herman, a citizen of Bucks County, submitted public comments regarding her unhappiness with the change in format for public commenting at the RTC. The new format requires that public comment on agenda items is moved to the end of the meeting, which, in Ms. Herman's opinion, greatly limits the public's ability to comment at the time the item is presented and voted upon. She also commented on the insufficiency of the July 25, 2013 Board minutes. She requested that her public comments be revised to show her affiliation is not with Residents of Regional Traffic Solutions but instead as a citizen of Bucks County (see attached). She also asked that her public comments, those of Dennis Winters of the Clean Air Council, and those of Lita Bellocchio, citizen of Mt. Laurel, be attached to the July 25, 2013 Board minutes on DVRPC's website (see attached). Sarah Clark-Stuart of the Bicycle Coalition of Greater Philadelphia thanked the Board for its support of action item number seven and the regional trail fund. Dennis Winters of the Clean Air Council, requested that the Board consider its vote on action item PA13-51, the Galloway Road project, due to insufficient information provided prior to the RTC meeting. He expressed the thought that the road project will not relieve congestion and that building new roads to address congestion is not the answer. He also expressed concern for the air quality due to the new road and more vehicular traffic in the area and a lack of bicycle lanes. Mr. Winters also asked that the RTC provide sufficient information for projects like this. A response from DVRPC's Executive Director Barry Seymour followed, noting that the Board will be addressing the Galloway Road project as a TIP action. Mr. Seymour also stated that there has been discussion about changing the format for public commenting and that he understood Ms. Herman's point about allowing public comment before the action items are discussed. He promised to take a look at that; he also agreed to attach the public comments to the Board minutes on DVRPC's website and to amend Ms. Herman's comments. Andrew Levecchia, Camden County, expressed that as RTC chair, he would like the RTC process to have more public involvement and that he will look at the timing of when public comments are submitted.

**1. Minutes of Meeting of July 25, 2013**

A **motion** was made by Ms. Cutler, seconded by Mr. Farrell, to approve the minutes of July 25, 2013 as amended.

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

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

**2a. PA13-47: Local Bridge Line Item, (MPMS#95447), Various Counties**

DVRPC has requested that the DVRPC Board approve the list of projects recommended for funding as part of the DVRPC Local Bridge Program and amend the FY2013 - 2016 TIP for Pennsylvania by adding 16 new local bridge projects to the TIP to fund design and retro-reimbursements of local bridges in the amount of \$10,007,000 (\$8,006,000 State 183/\$2,001,000 Local) between FY14-FY16. \$29,316,000 will be identified in Later Fiscal Years (LFY) for remaining phases accordingly: shift \$4,980,000 State 185 (FY18-20) and \$18,474,000 State 185 (FY21-24) in the Later Fiscal Years from the Bridge Reserve Line Item MPMS #79929 to the Local Bridge Line Item MPMS #95447, and add Local matching funds totaling \$1,245,000 in FY18-20 LFY, and \$4,619,000 in FY21-24 LFY in order to maintain fiscal constraint. \$8,765,000 in state bridge funds were made available in the Local Bridge Line Item in order to address the repair of locally owned structurally deficient bridges. This action will initiate a combination of preliminary engineering, final design, or retro-reimbursements for projects. The total estimated cost for all phases (design through construction of the 16 projects) is \$39,323,000, which spans across the 12-year planning horizon of the TIP.

The number and condition of structurally deficient (SD) bridge structures is a national issue, and the DVRPC region is severely impacted. Forty percent of locally owned bridges over 20' are SD. There are approximately 813 locally owned bridges in the DVRPC region 20' and over for which PennDOT has existing data. DVRPC is currently working with PennDOT to inventory local infrastructure needs. The Local Bridge Line Item was established in recognition that the condition of local facilities is an enormous emerging issue that needs to be addressed, while at the same time recognizing that advancing 16 projects is still just a "drop in the bucket". Further, a recent initiative was announced by Pennsylvania Secretary of Transportation, Barry Schoch, in which he authorized PennDOT to add or increase weight restrictions on about 1,000 SD bridges statewide (state and locally owned) in an effort to ensure bridge safety and preserve the aging bridge system. In the DVRPC Region there are approximately 66 state owned and 48 locally owned bridges, which are impacted by the new weight restrictions. Also, 20 additional state owned bridges have already been identified for later posting. PennDOT maintains that reducing the weight traveling on the bridges will slow down their deterioration and preserve safety while funding for their repairs remains uncertain.

The projects in the Local Bridge Line Item will also be subject to the Linking Planning and NEPA (LPN) screening, which will help to identify potential natural, socioeconomic, and cultural resources that may be impacted, thereby affecting the project schedule, budget, and level of documentation required. The LPN system provides a summary of the various resources and topics to be considered during project planning, and is a precursor to the formal scoping process under NEPA.

The 16 bridges that have been requested to be added to the TIP are:

\*(Detailed costs and schedules can be seen on the spreadsheet included in the "Fiscal Constraint Charts" section of the TIP Action packet.)

1. Clymer Avenue Bridge over Mill Creek (MPMS #TBD) in West Rockhill Township, Bucks County, in the amount of \$1,253,000 (\$47,000 State 183/\$12,000 Local for final design, and \$955,000 State 183/\$239,000 Local for construction). This is a retro-reimbursement project;
2. Cook's Creek Bridge (MPMS #TBD) in Springfield Township, Bucks County, in the amount of \$725,000 (\$260,000 State 183/\$65,000 Local for preliminary engineering and \$320,000 State 183/\$80,000 Local for final design). This is a standard delivery project with right of way, utility and construction phases programmed in the Later Fiscal Years. The total cost of this project is \$3,385,000;
3. Strock's Grove Road Bridge over Beaver Creek Bridge (MPMS #TBD) in Nockamixon Township, Bucks County, in the amount of \$300,000 (\$240,000 State 183/\$60,000 Local) for preliminary engineering. This is a standard delivery project with final design, right of way, utility and construction phases programmed in the Later Fiscal Years. The total cost of this project is \$2,815,000;
4. Sunnyside Road Bridge over East Penn Railway (MPMS #78521) in Penn Township, Chester County, in the amount of \$1,172,000 (\$96,000 State 183/\$24,000 Local for final design, \$25,000 State 183/\$6,000 Local for right of way, and \$817,000 State 183/\$204,000 Local for construction). This is a retro-reimbursement project;
5. Creek Road Bridge over Pickering Creek (MPMS #TBD) in Schuylkill Township, Chester County, in the amount of \$600,000 (\$240,000 State 183/\$60,000 Local for preliminary engineering, and \$240,000 State 183/\$60,000 Local for final design). This is a standard delivery project with right of way, and construction phases programmed in the Later Fiscal Years. The total cost of this project is \$2,579,000;
6. Spring City Road over Stony Run (MPMS #TBD) in East Pikeland Township, Chester County, in the amount of \$300,000 (\$240,000 State 183/\$60,000 Local for preliminary engineering. This is a standard delivery project with final design, right of way, and construction phases programmed in the Later Fiscal Years. The total cost of this project is \$1,940,000;
7. Michigan Avenue over Little Crum Creek (MPMS #TBD) in Ridley Township, Delaware County, in the amount of \$650,000 (\$280,000 State 183/\$70,000 Local

for preliminary engineering, and \$240,000 State 183/\$60,000 Local for final design). This is a standard delivery project with right of way, utility, and construction phases programmed in the Later Fiscal Years. The total cost of this project is \$1,000,000;

8. Hilldale Bridge (MPMS #TBD) in Lansdowne Borough, Delaware County, in the amount of \$460,000 (\$368,000 State 183/\$92,000 Local for preliminary engineering). This is a standard delivery project with final design, right of way, utility, and construction phases programmed in the Later Fiscal Years. The total cost of this project is \$2,400,000;
9. Mulford Bridge (MPMS #TBD) in Glenolden Borough, Delaware County, in the amount of \$231,000 (\$185,000 State 183/\$46,000 Local for preliminary engineering). This is a standard delivery project with preliminary engineering, final design, right of way, utility, and construction phases programmed in the Later Fiscal Years. The total cost of this project is \$1,840,000;
10. Butler Pike over Prophecy Creek (MPMS #TBD) in Upper Dublin Township, Montgomery County, in the amount of \$350,000 (\$280,000 State 183/\$70,000 Local for preliminary engineering). This is a standard delivery project with final design, right of way, utility, and construction phases programmed in the Later Fiscal Years. The total cost of this project is \$1,575,000;
11. Maple Avenue Bridge (MPMS #TBD) in Hatfield Township, Montgomery County, in the amount of \$575,000 (\$114,000 State 183/\$29,000 Local for final design, and \$346,000 State 183/\$86,000 Local for construction). This is a retro-reimbursement project;
12. Allendale Road Bridge (MPMS #TBD) in Montgomery County in Upper Merion Township in the amount of \$1,000,000 (\$280,000 State 183/\$70,000 Local for final design, and \$520,000/\$130,000 Local for construction). This is a retro-reimbursement project;
13. Store Road Bridge (MPMS #TBD) in Lower Salford Township, Montgomery County, in the amount of \$391,000 (\$9,000 State 183/\$2,000 Local for preliminary engineering, \$64,000 State 183/\$16,000 Local for final design, and \$240,000 State 183/\$60,000 Local for construction). This is a retro-reimbursement project;
14. 59th Street over Amtrak (MPMS #TBD) in the City of Philadelphia in the amount of \$960,000 (\$768,000 State 183/\$192,000 Local for preliminary engineering). This is a standard delivery project with final design, and construction phases

programmed in the Later Fiscal Years. The total cost of this project is \$9,600,000;

15. Woodland Avenue over SEPTA (MPMS #TBD) in the City of Philadelphia in the amount of \$800,000 (\$640,000 State 183/\$160,000 Local for preliminary engineering and final design). This is a standard delivery project with construction programmed in the Later Fiscal Years. The total cost of this project is \$4,800,000. Note that 100% federal funds will replace \$800,000 state and local funding on a future PennDOT Fiscal Constraint Chart in order to make it possible for SEPTA to manage the project on behalf of the City of Philadelphia;
16. Tabor Road over Tacony Creek (MPMS #TBD) in the City of Philadelphia in the amount of \$240,000 (\$192,000 State 183/\$48,000 Local for preliminary engineering). This is a standard delivery project with final design and construction phases programmed in the Later Fiscal Years. The total cost of this project is \$2,400,000.

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.

Public comments were received from Jim Nietupski of Bucks County who pointed out that two other structurally deficient bridges should be added to the TIP. A response from DVRPC followed.

Favorable recommendation was received from the Regional Technical Committee.

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

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

PA13-47: DVRPC's request that the DVRPC Board approve the list of projects recommended for funding as part of the DVRPC Local Bridge Program and amend the FY2013 - 2016 TIP for Pennsylvania by adding 16 new local bridge projects to the TIP to fund design and retro-reimbursements of local bridges in the amount of \$10,007,000 (\$8,006,000 State 183/\$2,001,000 Local) between FY14-FY16. Acknowledge \$29,316,000 will be identified in Later Fiscal Years (LFY) for remaining phases accordingly: shift \$4,980,000 State 185 (FY18-20) and /\$18,474,000 State 185 (FY21-24) in the Later Fiscal Years from the Bridge Reserve Line Item MPMS #79929 to the Local Bridge Line Item MPMS #95447, and add Local matching funds totaling \$1,245,000 in FY18-20 LFY, and \$4,619,000 in FY21-24 LFY in order to maintain fiscal

constraint. The projects will be drawn down from the Line Item at the appropriate time. \$800,000 Federal funds will be swapped into the Line Item to cover preliminary engineering and final design for the Woodland Avenue Bridge in order to allow SEPTA to manage the project on Philadelphia's behalf. Finally, acknowledge total cost of all projects is \$39,323,000, with \$29,316,000 in Later Fiscal Years.

Phases within the four-year TIP period FY13-FY16 will be programmed as follows:

1. Clymer Avenue Bridge over Mill Creek in Bucks County in West Rockhill Township in the amount of \$1,253,000 (\$47,000 State 183/\$12,000 Local for final design, and \$955,000 State 183/\$239,000 Local for construction);

2. Cook's Creek Bridge in Bucks County in Springfield Township in the amount of \$325,000 for preliminary engineering (\$260,000 State 183/\$65,000 Local) and \$400,000 for final design (320,000 State 183/\$80,000 Local);

3. Strock's Grove Road Bridge over Beaver Creek Bridge in Bucks County in Nockamixon Township in the amount of \$300,000 for preliminary engineering (\$240,000 State 183/\$60,000 Local);

4. Sunnyside Road Bridge over East Penn Railway in Chester County in Penn Township in the amount of \$1,172,000 (\$96,000 State 183/\$24,000 Local for final design, \$25,000 State 183/\$6,000 Local for right of way, and \$817,000 State 183/\$204,000 Local for construction);

5. Creek Road Bridge over Pickering Creek in Chester County in Schuylkill Township in the amount of \$600,000 (\$240,000 State 183/\$60,000 Local for preliminary engineering, and \$240,000 State 183/\$60,000 Local for final design);

6. Spring City Road over Stony Run in Chester County in East Pikeland Township in the amount of \$300,000 (\$240,000 State 183/\$60,000 Local for preliminary engineering);

7. Michigan Avenue over Little Crum Creek in Delaware County in Ridley Township in the amount of \$650,000 (\$280,000 State 183/\$70,000 Local for preliminary engineering, and \$240,000 State 183/\$60,000 Local for final design);

8. Hilldale Bridge in Delaware County in Lansdowne Borough in the amount of \$460,000 (\$368,000 State 183/\$92,000 Local for preliminary engineering);

9. Mulford Bridge in Delaware County in Glenolden Borough in the amount of \$231,000 (\$185,000 State 183/\$46,000 Local for preliminary engineering);



10. Butler Pike over Prophecy Creek in Montgomery County in Upper Dublin Township in the amount of \$350,000 (\$280,000 State 183/\$70,000 Local for preliminary engineering);

11. Maple Avenue Bridge in Montgomery County in Hatfield Township in the amount of \$575,000 (\$114,000 State 183/\$29,000 Local for final design, and \$346,000/\$86,000 Local for construction);

12. Allendale Road Bridge in Montgomery County in Upper Merion Township in the amount of \$1,000,000 (\$280,000 State 183/\$70,000 Local for final design, and \$520,000/\$130,000 Local for construction);

13. Store Road Bridge in Montgomery County in Lower Salford Township in the amount of \$391,000 (\$9,000 State 183/\$2,000 Local for preliminary engineering, \$64,000/\$16,000 Local for final design, and \$240,000 State 183/\$60,000 Local for construction);

14. 59th Street over Amtrak in in the City of Philadelphia in the amount of \$960,000 (\$768,000 State 183/\$192,000 Local for preliminary engineering);

15. Woodland Avenue over SEPTA in the City of Philadelphia in the amount \$800,000 (\$640,000 State 183/\$160,000 Local for preliminary engineering and final design).;

16. Tabor Road over Tacony Creek in the City of Philadelphia in the amount of \$240,000 (\$192,000 State 183/\$48,000 Local for preliminary engineering).

**2b. PA13-48: PA13-48: Chester County Act 13 Local Bridges, (Various MPMS#s), Chester County**

Chester County has requested that DVRPC amend the FY2013 - 2016 TIP for Pennsylvania by adding two new local bridge projects to the TIP for preliminary engineering, design, and construction in FY14 in the amount of \$1,070,000 using the 2012 allocation of Act 13 funds. These are additional funds to the region.

The two bridges that have been requested are:

1. Lafayette Road over the West Branch of Brandywine Creek (County Bridge #254) (MPMS# TBD) in West Brandywine Township in the amount of \$500,000 (\$50,000 preliminary engineering, \$30,000 final design, and \$420,000 construction). The scope includes replacement of the floor beams and installation of a new reinforced, composite concrete deck to increase load carrying capacity to 12-15 tons, as well as the installation of safety features and substructure repairs;

2. Lions Head Road over Birch Run (County Bridge #324) (MPMS# TBD) in West Caln Township in the amount of \$570,000 (\$60,000 preliminary engineering, \$40,000 final design, and \$470,000 construction). The scope includes replacing the superstructure to correct the structural deficiency.

Performing repairs on these structures will remove these bridges from structurally deficient status.

Act 13 of 2012 is a 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. With the approval of September 26, 2013 Board Actions for Chester and Montgomery Counties, a total of \$5,714,000 Act 13 funds will have been programmed in the DVRPC region for local structurally deficient bridge projects in Chester, Delaware, Montgomery Counties, and the City of Philadelphia.

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

Favorable recommendation was received from the Regional Technical Committee.

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

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

PA13-48: Chester County's request that DVRPC amend the FY2013-2016 TIP for Pennsylvania by adding two new local bridge projects to the TIP for preliminary engineering, design, and construction in FY14 in the amount of \$1,070,000 using the 2012 allocation of Act 13 funds.

1. Lafayette Road over the West Branch of Brandywine Creek (County Bridge #254) (MPMS# TBD) in West Brandywine Township in the amount of \$500,000 (\$50,000 preliminary engineering, \$30,000 final design, and \$420,000 construction);

2. Lions Head Road over Birch Run (County Bridge #324) (MPMS# TBD) in West Caln Township in the amount of \$570,000 (\$60,000 preliminary engineering, \$40,000 final design, and \$470,000 construction).

**2c. PA13-49: Montgomery County Act 13 Local Bridges, (Various MPMS#s),  
Montgomery County**

Montgomery County has requested that DVRPC amend the FY2013 - 2016 TIP for Pennsylvania by adding four new local bridge projects to the TIP for design, right-of-way, and construction in FY14 in the amount of \$1,157,149 using the 2012 allocation of Act 13 funds. These are additional funds to the region.

The four bridges that have been requested are:

1. Line Lexington Road Bridge over Neshaminy Creek (County Bridge #112) (MPMS# TBD) in Hatfield Township in the amount of \$339,170 (\$60,000 final design, \$3,000 right-of-way, and \$276,170 construction). The scope includes deck repair, concrete and steel repairs to the beams, beam painting of exposed steel, substructure repair, rock placement, debris removal, installation of updated safety features, bridge rail and curb repair, and sign repair;
2. King Road over Ridge Valley Creek (County Bridge #294) (MPMS# TBD) in Salford Township in the amount of \$189,179 (\$33,500 final design, \$1,000 right-of-way, and \$154,679 construction). The scope includes abutment and pier underpinning, scour control measures, debris removal, installation of safety features, deck repair, stone masonry pointing, sign repair, and roadway repair;
3. Old Sumneytown Pike over East Branch Perkiomen Creek (County Bridge #151) (MPMS# TBD) in Upper Salford Township in the amount of \$208,300 (\$36,750 final design, \$2,500 right-of-way, and \$169,050 construction). The scope includes underpinning, rock protection, scour hole backfill, sediment removal, debris removal, stone masonry repointing, upgrading of safety features, roadway repair, and sign repair;
4. Simmons Road over Scioto Creek (County Bridge #90) (MPMS# TBD) in Lower Frederick Township in the amount of \$420,500 (\$75,000 final design, \$2,500 right-of-way and \$343,000 construction). The scope includes underpinning, rock protection, arch repair, stone masonry pointing and upgrading safety features.

Performing repairs on these structures will remove these bridges from structurally deficient status.

Act 13 of 2012 is a 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. With the approval of September 26, 2013 Board Actions for Chester and Montgomery Counties, a total of \$5,714,000 Act 13 funds will have been programmed in the DVRPC region for local structurally deficient bridge projects in Chester, Delaware, Montgomery Counties, and the City of Philadelphia.

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

Favorable recommendation was received from the Regional Technical Committee.

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

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

PA13-48: Montgomery County's request that DVRPC amend the FY2013-2016 TIP for Pennsylvania by adding four new local bridge projects to the TIP for design, right-of-way, and construction in FY14 in the amount of \$1,157,149 using the 2012 allocation of Act 13 funds.

1. Line Lexington Road Bridge over Neshaminy Creek (County Bridge #112) (MPMS# TBD) in Hatfield Township in the amount of \$339,170 (\$60,000 final design, \$3,000 right-of-way, and \$276,170 construction);
2. King Road over Ridge Valley Creek (County Bridge #294) (MPMS# TBD) in Salford Township in the amount of \$189,179 (\$33,500 final design, \$1,000 right-of-way, and \$154,679 construction);
3. Old Sumneytown Pike over East Branch Perkiomen Creek (County Bridge #151) (MPMS# TBD) in Upper Salford Township in the amount of \$208,300 (\$36,750 final design, \$2,500 right-of-way, and \$169,050 construction);
4. Simmons Road over Scioto Creek (County Bridge #90) (MPMS# TBD) in Lower Frederick Township in the amount of \$420,500 (\$75,000 final design, \$2,500 right-of-way and \$343,000 construction).

**2d. PA13-50: Approval of Automated Red-Light Enforcement (ARLE) Round 3 (2012 funding) Projects (Various MPMS#'s), Various Counties**

PennDOT has requested that DVRPC approve the list of projects selected as part of PennDOT's Automated Red-Light Enforcement (ARLE) Program Round 3 and amend the FY2013-2016 TIP for Pennsylvania by adding the projects to the PA TIP for construction in FY14. The DVRPC region was awarded a total of \$3,227,397 of State Appropriation 244 funding, for 19 projects. \$488,500 is for projects in Bucks County, \$329,925 is for projects in Chester County, \$250,000 is for projects in Delaware County, \$658,972 is for projects in Montgomery County, and \$1,500,000 is for projects in the City of Philadelphia.

The Automated Red Light Enforcement (ARLE) program targets high crash intersections within the Commonwealth of Pennsylvania with the implementation of an automated system that records violations by drivers who run red lights and are fined for their violation. Thus far, the program has been implemented only within the City of Philadelphia, but expansion is anticipated within other densely populated regions of the Commonwealth. The Pennsylvania Department of Transportation distributes the funds via a grant program specifically designated for transportation safety improvements. Municipalities may apply for these grant moneys to pay for eligible roadway-enhancement, safety, and congestion projects.

Round 3 of ARLE awarded approximately a total of \$4.7 million statewide. Municipalities submitted more than 269 applications totaling approximately \$25.6 million. Projects were scored by PennDOT using criteria that included project benefits and effectiveness, cost, local and regional impact, and cost sharing.

The DVRPC Region was awarded a total of \$3,227,397 to advance the following 19 projects:

- 1) Doylestown Township Signal Upgrade (MPMS #97991), Bucks County- \$90,000  
Funding will be used to upgrade existing traffic signals from incandescent bulbs to LEDs.
- 2) Doylestown Township Signals, (MPMS #97997), Bucks County- \$300,000  
Funding will be used for the installation of adaptive traffic signal controllers at six existing signalized intersections.
- 3) East Rockhill Township Signal Improvements, (MPMS #97992), Bucks County- \$17,500

Funding will be used to retrofit an existing signal with LEDs, emergency preemption, and signage repair.

4) Bensalem Township Signal Upgrade, (MPMS #98003), Bucks County- \$60,000

Funding will be used for the installation of back-up power generator plug assemblies at 54 signalized intersections.

5) Warrington Township Safety Improvements, (MPMS #98006), Bucks County- \$21,000

Funding will be used for the installation of rumble strips.

6) Franklin Township Safety Improvements, (MPMS #97989), Chester County- \$184,000

Funding will be used for signaling the intersection of SR 896 and SR 841.

7) East Whiteland Township Signal Upgrade, (MPMS #98000), Chester County- \$83,200

Funding will be used to install new controllers at all traffic control signals in East Whiteland.

8) East Whiteland Township Signal Backup, (MPMS #98004), Chester County- \$10,225

Funding will be used to install battery back-up plugs at intersections in order to connect generator during power outages.

9) Phoenixville Borough Signals, (MPMS #98001), Chester County- \$42,500

Funding will be used to optimize and coordinate the signal timings and settings to reduce traffic delays.

10) London Britain Township Safety Improvements, (MPMS #98005), Chester County- \$10,000

Funding will be used for installation of a center rumble strip on Penn Green Road within the township to improve safety.

11) Haverford Township Signal Upgrade, (MPMS #97994), Delaware County- \$150,000

Funding will be used for the addition of adaptive signal control at three existing intersections.

12) Concord Township Safety Improvements, (MPMS #97999), Delaware County- \$55,000

Funding will be used for the installation of fiber optic cable from Baltimore Pike to the Township Building to centralize the closed loop signal system.

13) Chadds Ford Signal Upgrade, (MPMS #98002), Delaware County- \$45,000  
Funding will be used to replace the existing traffic signal on US 1 at Ring Road.

14) Franconia Township Traffic Control, (MPMS #97993), Montgomery County- \$35,000  
Funding will be used for design and installation of an adaptive traffic signal control system.

15) Lower Merion Township Signals, (MPMS #97995), Montgomery County- \$250,000  
Funding will be used to implement adaptive traffic signal equipment along St. Asaph's Road.

16) Upper Merion Township Signals, (MPMS #97996), Montgomery County- \$85,400  
Funding will be used to implement an adaptive traffic control system at two intersections.

17) Lansdale Borough Signal Upgrade, (MPMS #97998), Montgomery County- \$216,000  
Funding will be used to modernize the existing Closed Loop Signal System with the replacement of the existing copper twisted pair cable with fiber optic interconnection.

18) Upper Dublin Township Safety Improvements, (MPMS #98007), Montgomery County- \$72,572  
Funding will be used for pedestrian crossings, ADA ramps, and pedestrian signals with countdown timers, and pedestrian pushbuttons

19) Philadelphia Safety Improvements, (MPMS# 97990), City of Philadelphia - \$1,500,000  
Funding will be used to construct low cost safety improvements on Castor Avenue at twelve signalized intersections between Bustleton Avenue and Cottman Avenue.

Financial constraint will be maintained as the State Appropriation 244 funds are additional funds to the DVRPC region.

Rina Cutler, City of Philadelphia, asked for clarification about whether the Automated Red-Light Enforcement (ARLE) Round 3 (2012 funding) Projects were already being determined for next year. James Mosca, PennDOT, responded that next year's projects are not yet being determined and that the current action is for 2012 funding.

Favorable recommendation was received from the Regional Technical Committee.

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

NJ13-50: PennDOT's request to approve the list of projects selected as part of its Automated Red-Light Enforcement (ARLE) Round 3 program and amend the FY2013-2016 TIP for Pennsylvania by adding the projects to the PA TIP for construction in FY14. The DVRPC region was awarded a total of \$3,227,397 of State Appropriation 244 funding, for 19 projects.

- 1) Doylestown Township Signal Upgrade (MPMS #97991), Bucks County- \$90,000
- 2) Doylestown Township Signals, (MPMS #97997), Bucks County- \$300,000
- 3) East Rockhill Township Signal Improvements, (MPMS #97992), Bucks County- \$17,500
- 4) Bensalem Township Signal Upgrade, (MPMS #98003), Bucks County- \$60,000
- 5) Warrington Township Safety Improvements, (MPMS #98006), Bucks County- \$21,000
- 6) Franklin Township Safety Improvements, (MPMS #97989), Chester County- \$184,000
- 7) East Whiteland Township Signal Upgrade, (MPMS #98000), Chester County- \$83,200
- 8) East Whiteland Township Signal Backup, (MPMS #98004), Chester County- \$10,225
- 9) Phoenixville Borough Signals, (MPMS #98001), Chester County- \$42,500
- 10) London Britain Township Safety Improvements, (MPMS #98005), Chester County- \$10,000
- 11) Haverford Township Signal Upgrade, (MPMS #97994), Delaware County- \$150,000



- 12) Concord Township Safety Improvements, (MPMS #97999), Delaware County- \$55,000
- 13) Chadds Ford Signal Upgrade, (MPMS #98002), Delaware County- \$45,000
- 14) Franconia Township Traffic Control, (MPMS #97993), Montgomery County- \$35,000
- 15) Lower Merion Township Signals, (MPMS #97995), Montgomery County- \$250,000
- 16) Upper Merion Township Signals, (MPMS #97996), Montgomery County- \$85,400
- 17) Lansdale Borough Signal Upgrade, (MPMS #97998), Montgomery County- \$216,000
- 18) Upper Dublin Township Safety Improvements, (MPMS #98007), Montgomery County- \$72,572
- 19) Philadelphia Safety Improvements, (MPMS# 97990), City of Philadelphia - \$1,500,000

**2e. PA13-51: Galloway Road, (MPMS# 57617) Bucks County**

PennDOT has requested that DVRPC amend the FY2013 - 2016 TIP for Pennsylvania by adding the construction phase of a project, Galloway Road, back into the TIP in the amount of \$4,510,000 (FY14 construction phase \$1,697,000 STU/\$424,000 State 581; FY15 construction phase \$1,911,000 STP/\$478,000 State 581).

This project will provide for the construction of a new three-lane roadway from the intersection of Bridgewater Road and Byberry Road to the intersection of Galloway Road (SR 2023) and Hulmeville Road (SR 0513) in Bensalem Township. The proposed roadway will cross a tributary of the Neshaminy Creek. Intersection improvements will be made to the existing signalized intersections located at each end of the project. The two existing intersections will be converted from three-legged to four-legged intersections. A pedestrian sidewalk is included in the proposed design.

This project was delayed as a result of the right-of-way acquisition process and, as a result, was not programmed on the current TIP. Right of way for this project was acquired by Bensalem Township. After the second set of appraisals were completed, the building in which they were stored burned down. They had to re-appraise the properties in question and the time necessary to do this work caused delays in completing the construction plans. All right of way issues have now been resolved.

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

A public comment was received from John Boyle of the Bicycle Coalition of Greater Philadelphia regarding the need for signed bike lanes on Galloway Road. DVRPC Executive Director Barry Seymour responded, saying that the project was designed and sized to avoid environmental impacts. As a result of the design, they cannot make the road wider but there is a continuous sidewalk along the road; this was the best way to handle the size constraints.

Favorable recommendation was received from the Regional Technical Committee.

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

PA13-51: PennDOT's request that DVRPC amend the FY2013-2016 TIP for Pennsylvania by adding the construction phase of a project, Galloway Road, back into the TIP in the amount of \$4,510,000 (FY14 construction phase \$1,697,000 STU/\$424,000 State 581; FY15 construction phase \$1,911,000 STP/\$478,000 State 581).

**2f. PA13-52: State of Good Repair, (MPMS# 77180) SEPTA**

SEPTA has requested that DVRPC amend the FY2013 - 2016 TIP for Pennsylvania by adding the Fern Rock Car House Roof Replacement, to the State of Good Repair Program, to the TIP in the amount of \$4,521,605 (\$3,617,284 Section 5337/\$753,601 State Section 1514 Bond/\$150,720 Local) to the Capital Asset Construction (CAP) phase 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 21st Century). 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.

This project will advance the Fern Rock Car House Roof Replacement from the Illustrative Unfunded List to MPMS# 77180, State of Good Repair to FY14. Originally built in 1925, the 40,000 square foot Fern Rock Carhouse Roof was last replaced in 1987 and has exceeded its useful life of 20 years. The Fern Rock Carhouse is the repair

shop for the Broad Street Line subway cars. The Fern Rock Carhouse Roof Replacement Project provides for the installation of a new four-ply asphalt built-up roofing system. The project also includes the replacement of a skylight and portions of the gypsum roof deck; installation of new mechanical equipment roof curbs and electrical disconnect switchers for roof top equipment; provision of roof top electrical receptacles and equipment grounding to meet code; installation of new metal coping, and masonry repairs.

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

Favorable recommendation was received from the Regional Technical Committee.

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

PA13-52: SEPTA's request that DVRPC amend the FY2013-2016 TIP for Pennsylvania by adding the Fern Rock Car House Roof Replacement, to the State of Good Repair Program, to the TIP in the amount of \$4,521,605 (\$3,617,284 Section 5337/\$753,601 State Section 1514 Bond/\$150,720 Local) to the Capital Asset Construction (CAP) phase in FY14.

### **3. Addendum Changes to the Draft DVRPC FY2014 Transportation Improvement Program (TIP) for New Jersey**

Elizabeth Schoonmaker, DVRPC Capital Program Manager, explained to the Board that the Draft DVRPC FY2014 Transportation Improvement Program (TIP) for New Jersey with Recommended Changes, was adopted on July 25, 2013. Additional changes to the program have been identified and should be incorporated into the final document. The STIP (State Transportation Improvement Program) update process accommodated three different MPO schedules as in the past, but the schedules were vastly different this year such that it was very difficult to finalize shifts in a time frame that accommodated all three MPOs (DVRPC, North Jersey Transportation Planning Authority, and the South Jersey Transportation Planning Organization). During quality control checks, changes that constituted more than just technical corrections to the program were identified and incorporated into the final FY2014 TIP for NJ document.

Fiscal constraint is maintained for the STIP.

Public comments were submitted by John Boyle of the Bicycle Coalition of Greater Philadelphia who expressed some confusion about the movement of money between TAP and STP-TE; however he supports a new round of transportation

alternatives/enhancements to help bicycle and pedestrian projects in New Jersey. Public comments were also submitted by Bridget Chadwick of Montgomery County regarding the complexity of the funding and how funds are moved. A response from DVRPC Executive Director Barry Seymour followed and he expressed that Elizabeth Schoonmaker and her staff try to make the information as transparent and readable as possible.

Favorable recommendation was received from the Regional Technical Committee.

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

The Addendum Changes to the Draft DVRPC FY2014 Transportation Improvement Program (TIP) for New Jersey.

**4. Adoption of New Memorandum of Understanding Among New Jersey Transit Corporation, The New Jersey Department of Transportation, The North Jersey Transportation Planning Authority, the Delaware Valley Regional Planning Commission and the South Jersey Transportation Planning Organization for Exchange of Program Funds for Federal Fiscal Years 2014 Through 2018**

Elizabeth Schoonmaker, DVRPC Capital Program Manager, explained to the Board that a new MOU (Memorandum of Understanding) has been proposed among New Jersey Transit, NJDOT, North Jersey Transportation Planning Authority, DVRPC, and the South Jersey Transportation Planning Organization which provides the general parameters of the exchange of program funds among those agencies for implementing capital projects in the NJ Transportation Improvement Programs (TIPs) for all three New Jersey MPO's and the State Transportation Improvement Program (STIP). Close to \$100 million of STP sub-allocated funding (federal funds dedicated for MPO assignment) will be made available annually during federal fiscal years 2014 through 2018 for New Jersey Transit use. In return, an equal amount of State Transportation Trust Fund funding will be made available for MPO assignment. The Program Exchange for DVRPC in FY14 entails exchanging \$16 million State TTF NJ TRANSIT funds for an equal portion of DVRPC's STP-STU federal funds for local projects in the TIP. This exchange will not result in any loss or gain of funds. Some of the historically funded STP-STU projects will advance with state rather than federal funds, though review and requirements for the local program will be the same as the federally funded DVRPC/Local Aid process.

For FY14, NJDOT and NJT propose that \$94M of STP sub-allocated funds be provided from each MPO region for an equal exchange of TTF funds as follows:

- SJTPO, \$7.5 Million
- NJTPA, \$70.5 Million
- DVRPC, \$16.0 Million

This Program Funds Exchange amount will vary slightly every year depending on the exact amount of STP sub-allocation, the annual state TTF appropriation, and will also be dependent on evaluation of which funding type (federal or state) is most appropriate for a given project.

The MOU for this Program Funds Exchange will be presented for adoption every year.

There has been a statewide effort over the last year to develop a set of procedures and guidance in order to effectively implement this new funding mechanism. This document, titled Guidance for Locally Administered Projects Funded Through the NJDOT/MPO Program Funds Exchange, is still under development but has been widely circulated.

Four of the major benefits resulting from this Program Funds Exchange are:

1. More flexible schedules for state obligation and ability to “roll over” funds from one fiscal year to the next. TTF funds do not face the same expiration and obligation deadlines as federal funds
2. Reduction in the end-of-the-federal-fiscal-year-scramble for authorization
3. Federal STP funds are beneficial for NJ Transit’s use in its capital program
4. Funding sub-regional projects with TTF funds eliminates the risk of federal inactivity. New Jersey’s rate of inactivity is higher than most states

The entire MPO sub-allocation of STP funds will not be included in the Program Funds Exchange. The DVRPC region will retain approximately \$6 million in FY14 of federal STP-STU funds for appropriate use, as there are some projects that will be best implemented using federal funds.

Anticipated state TTF and federal STP-STU programming for local projects in the DVRPC region is indicated in the DVRPC FY2014 NJ TIP.

DVRPC Executive Director Barry Seymour noted that this is the first time that DVRPC is handling this MOU and that we will reevaluate it next year.

Favorable recommendation was received from the Regional Technical Committee.

**MOTION** by Mr. Levecchia, seconded by Ms. Thomas, that the Board adopt:

The Memorandum of Understanding among New Jersey Transit Corporation, The New Jersey Department of Transportation, The North Jersey Transportation Planning Authority, the Delaware Valley Regional Planning Commission and the South Jersey Transportation Planning Organization for Exchange of Program Funds Federal Fiscal Years 2014 Through 2018.

## **5. Fiscal 2014 Work Program Amendments**

### **a. FY2014 Work Program Amendment: Montgomery County Bridges – Traffic Counts**

John Ward, DVRPC Deputy Planning Director, explained that Montgomery County has requested that DVRPC collect vehicle classification data on 73 county owned bridges. This information will be included in the county asset management database. This database will be used by county staff for transportation infrastructure needs assessment. DVRPC will provide vehicle classification information at locations determined by the county. All data will be collected in 15-minute intervals and average annual daily traffic (AADT) volumes will be provided. Truck percentages will be developed for all locations if possible. All data will be compiled in a GIS format for inclusion in the county's asset management database and GIS map. Montgomery County will provide \$11,500 to DVRPC to fund the work.

Favorable recommendation was received from the Regional Technical Committee.

**MOTION** by Ms. Richards, seconded by Mr. Mosca, that the Board amend:

The FY2014 Planning Work Program to create a new project (#14-43-035) for DVRPC to conduct a traffic-counting program on county-owned bridges in Montgomery County, with \$11,500 in funding from Montgomery County.

### **b. FY2014 Work Program Amendment: Regional Comprehensive Economic Development Strategy (CEDS) Update**

Mary Bell, DVRPC Manager of Demographic and Economic Analysis, explained to the Board that in September 2009 the U.S. Economic Development Administration (EDA) adopted the *Greater Philadelphia Economic Development Framework*, co-authored by DVRPC, as the region's Comprehensive Economic Development Strategy (CEDS). EDA requires that the CEDS be evaluated and updated annually and substantially revised or re-written at least once every five years. DVRPC has applied to the EDA for a grant that will enable staff to continue to facilitate coordinated regional economic

development planning in the Greater Philadelphia region and complete the required 5-year revision of the Greater Philadelphia regional CEDS. Comprehensive planning funds already programmed in the FY 2014 Planning Work Program under project #14-44-020 (Economic Analysis and Coordination) and project #14-44-200 (PA/NJ Local Planning Initiatives) will be used as matching funds for this grant.

The 2014 CEDS will document changing regional economic conditions and evaluate the progress made towards achieving the CEDS goals. Working with the CEDS Committee, DVRPC staff will evaluate regional economic strengths and challenges and define strategies that promote sustainable economic development, enhance natural resources, and link economic development, land use, and transportation. Project tasks include:

**Task 1:** Review the membership of the current regional CEDS Review Committee, revise it as appropriate, and facilitate meetings of the Committee as necessary.

**Task 2:** Evaluate current economic conditions within Greater Philadelphia, based on an analysis of demographic and economic data and other factors, including regional workforce characteristics and transportation and utility infrastructure. This analysis will include and be supported by other ongoing DVRPC work, including the NETS employment trends analysis, a regional economic cluster analysis, and the 2010 employment centers project.

**Task 3:** Meet with planning and economic development stakeholders in each of the region's nine counties, in order to better understand economic strengths and challenges, facilitate interaction and coordination, and get a clearer picture of ongoing and planned activities at the local and county level. The format and agenda of each of these meetings will be specifically tailored to match the local economic development climate and best meet the needs of each county.

**Task 4:** Based on the results of tasks 2 and 3, identify regional economic strengths, opportunities, and challenges.

**Task 5:** Revise the current regional CEDS goals and objectives as appropriate and identify strategies for achieving the identified goals

**Task 6:** Identify appropriate performance measures for each of the CEDS goals and, based on an assessment of those measures, evaluate the region's progress made towards achieving the CEDS goals.

**Task 7:** Working with the CEDS committee, update the list of key economic projects.

**Task 8:** Prepare a draft 2014 Greater Philadelphia Regional CEDS; make the draft document available for public review and comment for a period of at least 30 days; respond to comments received during the 30-day review period; and submit the completed document to EDA by September 2014.

A public comment was received from James Mascaro of Montgomery County in support of this action.

Favorable recommendation was received from the Regional Technical Committee.

**MOTION** by Mr. Levecchia, seconded by Mr. Westergaard, that the Board amend:

The FY2014 Planning Work Program to create a separate project (#14-44-025) for the update of the regional CEDS; transfer \$30,000 in comprehensive planning funds already programmed in the FY2014 Planning Work Program under project #14-44-020 (Economic Analysis and Coordination) plus \$30,000 in comprehensive planning funds already programmed in the FY2014 Planning Work Program under Project #14-44-200 (PA/NJ Local Planning Initiatives) to this new project; and authorize the Executive Director to enter into a grant recipient agreement with the U.S. Economic Development Administration (EDA) in the amount of \$60,000.

**c. FY2014 Work Program Amendment: Rooftop Solar Challenge: Solar Ready Partnership**

Elizabeth Compitello, DVRPC Research Analyst, explained to the Board that the U.S. Department of Energy issued a Funding Opportunity Announcement (FOA) in December 2012 for the “The Rooftop Solar Challenge II.” The Rooftop Solar Challenge II is a program intended to deploy—at regional and national scales—innovative, local-government-level solutions for eliminating market barriers and lowering the non-hardware balance of system costs (“soft costs”) of grid-tied photovoltaics (PV), including (1) customer acquisition; (2) permitting, inspection, and interconnection; (3) installation labor; and (4) installer labor for arranging third-party financing. These soft costs can account for up to 40 percent of the installed cost of a solar PV system.

The FOA sought applicants who have demonstrated exceptional progress towards achieving soft-cost reductions in specific geographic areas, and have presented a credible plan to build on these successes by rapidly deploying techniques and tools to achieve larger-scale impact on PV markets. The Mid-America Regional Council (MARC), based in Kansas City, MO, submitted an application for a project titled “Solar Ready Partnership II”, and was notified that their application was successful in late July,



2013. MARC's Solar Ready II seeks to expand the proven collaborative approach of their "2012 Solar Ready KC initiative" to a national scale, using established relationships among regional planning councils and their member local governments. MARC has partnered with the National Association of Regional Councils (NARC), who will coordinate nine regional campaigns, with each regional planning council or commission recruiting 10 to 30 local governments to adopt solar-friendly best practices.

DVRPC is one of nine partner regional planning commissions to participate in this Solar Ready II Challenge as a subcontractor to MARC. Other national partners supporting this project include the Meister Consultants Group, responsible for technical support and national level data gathering and analysis; and the Council of State Governments, responsible for disseminating educational materials and facilitating discussions on net metering and interconnection best practices with state officials around the nation.

DVRPC's role in the Solar Ready II project will be to 1) develop a stakeholder working group in the region to identify regional solar market dynamics and current practices for regulating solar PV systems, to review solar best management practices (BMP) resources, and to establish priority areas for implementation; 2) recruit local governments interested in adopting BMPs for reducing soft costs of solar PV systems, and 3) gather relevant project metrics for the DVRPC region for inclusion in national-level assessment of market maturity, as required by the U.S. DOE. DVRPC will work with recruited municipalities, the stakeholder working group, and other interested partners to coordinate training programs for further information and BMPs dissemination. Additional training programs will be provided directly to the region by MARC and Meister Consultants Group.

To carry out these tasks, DVRPC will work closely with existing county planning staff already engaged through DVRPC's Alternative Energy Ordinance Working Group.

DVRPC Executive Director Barry Seymour pointed out that while some of DVRPC's other energy funding work is only in Pennsylvania, this project is a regional project and will include Pennsylvania and New Jersey.

Favorable recommendation was received from the Regional Technical Committee.

**MOTION** by Mr. McBlain, seconded by Mr. Levecchia, that the Board amend:

The FY2014 Planning Work Program to include the Solar Ready Partnership.

## **6. FY 2015 Pennsylvania New Freedom Project Recommendations**

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, and 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 are listed in ranked order to help ensure flexibility should funding levels change.

The New Freedom grant program funds additional tools for disabled individuals seeking integration into the workforce and society. In the Pennsylvania portion of the DVRPC region, most project awards have been for facility investments beyond ADA requirements or travel training programs. The FY15 New Freedom program, which is allocated by federal formula, provides \$1,344,569 of FTA funds. PennDOT is anticipated to provide matching funds of \$319,324 for a total southeastern Pennsylvania FREE program of \$1,663,893 for FY2015.

DVRPC's 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) conferred on May 23, 2013 to review application scoring and agree on appropriate FY2014 funding levels. The Selection Committee's recommended project list was shared with PennDOT's Bureau of Public Transportation (BPT) for review and approval on June 24, 2013, and received BPT approval (conditional on funding availability and appropriate performance tracking for grantees) on August 21, 2013. Accordingly, the Selection Committee recommends five (5) FREE projects for DVRPC Board approval. Should the Board approve the proposed project list, it will be formally submitted to PennDOT for funding confirmation.

Favorable recommendation was received from the Regional Technical Committee.

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

The recommendations for FY 2015 PA New Freedom funding. There will also be an administrative action to modify the TIP by increasing the FFY14 Phase by \$22,569 Federal New Freedom-Local match (TIP Action PA13-53), contingent upon Board approval of the New Freedom Project Recommendations

## **7. DVRPC Regional Trails Program: Phase III Projects**

Chris Linn, DVRPC Manager of the Office of Environmental Planning, explained to the Board that the Regional Trails Program, administered by DVRPC, with funding from the William Penn Foundation, aims to provide funding for targeted, priority trail design, construction, and planning projects that will promote a truly connected, regional network of multi-use trails (the Circuit) with Philadelphia and Camden as its hub.

Phase III of the program provides capital funding for trail design and construction projects. Approximately \$4 million is available for Phase III grants. Individual grant awards are capped at \$500,000 and all projects require a 20 percent match. A Request for Proposals (RFP) was issued in March and 31 proposals were submitted by the deadline in mid-April. The proposals were evaluated by a Selection Committee composed of Foundation representatives, PennDOT and NJDOT, DVRPC staff, and regional trail funders and advocates.

Based on Committee review and subsequent follow-up, the following 13 projects were prioritized for funding:

1. Kinkora Trail - Mansfield Community Park Connector – Burlington County, Department of Resource Conservation – Grant request: \$500,000 Total project cost: \$1,440,000
2. Ben Franklin Bridge Walkway Bicycle and Pedestrian Ramp – DRPA – Grant request: \$400,000 Total project cost: \$3,600,000
3. Lawrence Hopewell Trail Carter Road East and West – Lawrence Hopewell Trail Corporation – Grant request: \$250,000 Total project cost: \$625,000
4. Route 13-Green Lane Trail Connector – Bucks County TMA – Grant request: \$249,000 Total project cost: \$917,679
5. Neshaminy Creek Greenway Design and Engineering (Chalfont and New Britain) – Chalfont Borough – Grant request: \$188,768 Total project cost: \$235,960

6. Phoenixville Schuylkill River Trail Phase 2 – Phoenixville Borough – Grant request: \$365,000 Total project cost: \$457,000
7. Darby Creek Stream Valley Park Trail – Delaware County – Grant request: \$500,000 Total project cost: \$700,000
8. Newtown Square Rail Trail (Haverford) – Haverford Township – Grant request: \$340,000 Total project cost: \$425,000
9. Tookany Creek Trail - Phase III – Cheltenham Township – Grant request: \$400,000 Total project cost: \$500,000
10. Lansdale Liberty Bell Trail – Lansdale Borough – Grant request: \$160,840 Total project cost: \$201,050
11. Tacony/Holmesburg Gap Waterfront Trail Design and Engineering – DRCC – Grant request: \$300,000 Total project cost: \$500,000
12. Manayunk Bridge Trail Construction Engineering Services – Philadelphia - MOTU – Grant request: \$60,000 Total project cost: \$3,060,000
13. Cobbs Creek Connector Trail – Philadelphia Parks and Recreation – Grant request: \$275,000 Total project cost: \$595,000

Public comments were received by Cyndi Steiner of Essex County in support of the action. Silvia Ascarelli of Mercer County submitted public comments in support of the project and requested that adequate signage be installed. DVRPC Executive Director Barry Seymour commented that DVRPC has been in talks with William Penn about how to monitor activities on the trail and said that they are interested in the counting equipment we have used. William Penn is providing additional funding for more counters in the region because additional counts will be useful for our models. Selection of additional sites has not yet been completed but upcoming meetings will assist in that selection.

Favorable recommendation was received from the Regional Technical Committee.

**MOTION** by Ms. Thomas, seconded by Ms. Cutler, that the Board approve:

The 13 Phase III projects recommended for funding.

**8. Pennsylvania Infrastructure Investment Authority (PENNVEST) Funding Request in Philadelphia**

Patty Elkis, DVRPC Deputy Planning Director, explained to the Board that PENNVEST is an independent agency of the Commonwealth of Pennsylvania managed by a 13-member Board of Directors, which provides funding for drinking water, wastewater treatment, stormwater management and brownfield assessment and remediation projects. The Program provides long-term loans through a revolving loan fund to municipalities, authorities, and some private entities at below-market interest rates, as well as some grants.

PENNVEST forwards applications within Southeastern Pennsylvania for DVRPC to review for consistency with county plans and with our long-range plan, *Connections 2040 – Plan for Greater Philadelphia*.

Application:

The Cranaleith Spiritual Center, located at 13475 Proctor Road in the Somerton section of Northeast Philadelphia, submitted an application to PENNVEST for a bio-swale remediation project. The bio-swale remediation is part of a larger stormwater management system project started in 2011 as part of an expansion project. The certificate of occupancy has not been issued for this project because two bio-swales are not draining properly. The total cost of the system was \$582,910, and the Center is applying to PennVest for \$160,000 to cover the costs over and beyond the original project cost to remediate bio-swale #1 and #2.

The project is designed to mitigate stormwater impacts to the neighborhood and to the Poquessing Creek. The remediation involves removing soil within the basin that is not perking, setting aside, and continuing to excavate to depths required for well-draining planting soil depth, and installing perforated pipe underdrains below the excavated area that will also drain an existing pond and feed the Poquessing Creek. The remediation project will resolve the compacted soil that is causing prolonged standing water, and will result in water quality improvements through improved infiltration, settlement of sediments, and reduced erosion through slower rates of run-off.

Analyses/Issues:

Currently, compacted and inadequate soil infiltration properties are preventing infiltration and promoting standing water, which risks mosquito breeding and increases in runoff rates at peak times and erosive forces.

Remediation through improved bio-swales will resolve these issues, and is consistent with the Connections goals and strategies:

- Manage Stormwater and Improve Water Quality
  - Promote the use of community-scale green infrastructure, such as green streets, porous pavement, green roofs, rain gardens, bioswales, tree plantings, tree trenches, and naturalized retention basins to infiltrate stormwater, reduce flows, and improve water quality.
- Promote Green Infrastructure
  - Integrate green infrastructure, such as shade trees, rain gardens, riparian buffers, and green roofs, into development and redevelopment projects.

This application is therefore consistent with *Connections 2040 – Plan for Greater Philadelphia*.

Philadelphia City Planning Commission and Philadelphia Water Department have also reviewed this project and issued forms finding the project consistent with the City’s comprehensive plan, and acceptable, respectively.

Favorable recommendation was received from the Regional Technical Committee.

Kathy Bruder of the Pennsylvania Governor’s Policy and Planning Office, clarified that the Governor is not the Chair of PENNVEST but that he does appoint the Chair. She requested that the wording for this action item be amended.

Andrew Levecchia, Camden County, asked for clarification that the Board is voting on authorizing the Executive Director to send a letter stating that the PENNVEST application is in accordance with the Long-Range Plan and not on the application itself. Barry Seymour, DVRPC Executive Director, explained to the Board that they would be voting on the authorization for the letter for PENNVEST and not the application.

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

Authorizing the Executive Director to send a letter notifying PENNVEST of project’s consistency with county and regional plans.

Patty Elkis, Deputy Planning Director, explained to the Board that there was some discussion at the RTC about why they were required to review small projects like these. She further explained that the regulations on who can apply for these applications has changed and that now landowners can submit them. Because of this there will likely be a lot more applications, therefore it would not be efficient for the RTC and the Board to review them all. She proposed that staff review the applications but only bring them to the RTC and Board in cases where there are increases in capacity for drinking water or

wastewater. Andrew Levecchia, Camden County, commented that he did not feel that it was necessary for the RTC or Board to review this kind of action item. DVRPC Executive Director Barry Seymour commented that he would plan to only bring items to the RTC and the Board that have a larger policy implication and potentially create new capacity in areas in which we want to comment.

## **DISCUSSION ITEM**

### **9. Fiscal Year 2015 Work Program Development**

DVRPC Executive Director Barry Seymour commented on the FY2015 Work Program and explained that though funding levels are not completely clear, DVRPC wants to continue the pass through program currently employed. He noted that staff ideas had been emailed to Board members and are in the Board packets. He asked Board members to send along their Work Program ideas by October 8. There will be a meeting on October 15 to review the projects that have been suggested. The goal will be to have a draft of the Work Program projects for 2015 at the December Board meeting so that there will be time to add, delete, or amend the Work Program before adoption in January.

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

Lou Millan, NJ Transit, reported that NJ Transit has a new rail station in Pennsauken (Pennsauken Transit Center) that is slated to open with the Autumn schedule change, which is October 14. It will be served by the Atlantic City Rail Line, the River Line Rail System, and the 419 Bus Route.

Byron Comati, SEPTA, reported that the Tiger 5 Program awarded \$10 million for SEPTA and CSX separation. This is a big priority project for SEPTA and CSX, and will provide for better service and safety. The bus loop at 33<sup>rd</sup> and Dauphin has been completed and it will probably be the last loop SEPTA does in a few years. It was designed to be extremely sustainable and has a green roof for stormwater runoff and it uses recycled bricks. The Media-Elwyn line viaduct requires two Sunday shutdowns with bus substitution due to unanticipated problems and the Crum Creek Bridge also needs complete replacement. SEPTA has talked to stakeholders about the need for funding for transportation and the problems and issues if that funding does not come.

James Mosca, PennDOT, reminded Board members that the Secretary of Transportation will be hosting a webcast for others to share their transportation priorities. You will need to go the website to log on. There will be an ongoing survey about transportation until October 7 as well.

Kathy Bruder, Pennsylvania Governor's Policy and Planning Office, reported that the Secretary of Transportation is working with the Governor to get the funding bill through and that they really want the right bill. She asked colleagues in New Jersey for their help as well and asked everyone to reach out to their state representatives and officials to support the bill. She expressed that it is not just a transportation issue but an economic development issue as well and will bring jobs to the region. With the right funding, it has been estimated that 50,000 jobs could be added.

Leslie Richards, Montgomery County Commissioner, expressed her gratitude towards Transportation Secretary Barry Schoch. She commented that she is hoping for the right bill to be passed.

John McBlain, Delaware County, reported that the project at the intersection of Route 252 and Route 1 is starting this week. The Delaware County Council released a ten-year economic development strategy called The Blueprint for Economic Growth that has six specific recommendations and strategies for economic growth, development, and workforce development. Representative Nick Micozzie has just been named Chairman of Transportation Committee.

Terence Farrell, Chester County, reported that the county is working on updating its strategic plan and setting new goals for economic development, transportation, and growth management. The county will be holding their on-the-road commissioner's meeting and will be voting for approval of that.

Rina Cutler, City of Philadelphia, reported that the city would be hosting a ceremony on the Schuylkill River Trail and the bridges will be lit along with boat rides. That event is funded by PennDOT and the City of Philadelphia. The Mayor's Office of Transportation and Utilities is celebrating its five-year anniversary this year and there will be a series of events to highlight transportation and utility. The listing of events are on the office's website. She encouraged Board members to attend these events. She also expressed support for the passage of a transportation funding bill.

## **Presentations**

### **11. 50-Year History/Timeline of Agency Activities**

DVRPC's Director of Planning, Richard Bickel, presented an overview and summary of the diverse and changing activities of the Delaware Valley Regional Planning Commission (DVRPC) from its creation in 1965 to its pending 50-year anniversary in 2015.



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

### a. Public Disclosure Policy

Mr. Seymour called the Board's attention to the fact that the revised public disclosure policy was removed from the agenda in response to some Board members asking for more time to review the policy.

### b. Board Survey Results

Mr. Seymour commented on the results of the Board survey and explained that 39 responses were received. The questions on the survey came from DVRPC's staff strategic planning session.

### c. Board Retreat and Annual Awards

Mr. Seymour asked the Board for recommendations for Regional Excellence Award recipients for the December 12 Board Retreat and called the Board's attention to past awardees.

### d. Pennsylvania Transportation Funding

Mr. Seymour expressed his support for the transportation bill.

### e. Long-Range Plan Outreach

Mr. Seymour reported that a final copy of the Long-Range Plan was in the Board packets. He expressed his happiness that the event in July was good and that continuing outreach efforts will be made.

### f. Classic Towns Tour in Chester County

Mr. Seymour noted that the Classic Towns Tour in Chester County went well and he thanked Commissioner Farrell and the individuals in Phoenixville, West Chester, and Kennett Square.

### g. I-95 Coordination with PennDOT

Mr. Seymour reported that a meeting was held and there has been broad coordination around modeling, transit access and improvements, operations, and incident management.

h. Delaware Valley Smart Growth Alliance Event

Mr. Seymour reported that there is a Delaware Valley Smart Growth Alliance Event taking place on October 9 at Passyunk Avenue. There will be a walking tour and the book "The End of the Suburbs" will be discussed along with other topics. There will also be other activities taking place at the event

i. Board Committee Assignments

Mr. Seymour called the Board's attention to a memo in their packets addressed to the Board about the Board Committees.

j. GVFTMA Award for Sustainability and Institute of Transportation Engineers Award for I95/476 Interchange Improvements Study

Mr. Seymour reported that DVRPC was the recipient of two awards; the GVFTMA Award for Sustainability and Institute of Transportation Engineers Award for I95/476 Interchange Improvements Study.

k. Regional Community and Economic Development Forum

Mr. Seymour called the Board's attention to the Regional Community and Economic Development Forum that would be taking place at DVRPC on October 1. The focus of the meeting would be immigrants.

l. Public Participation Task Force Call for New Members

Mr. Seymour reported that there is currently a call for new members for the Public Participation Task Force. Applications are being taken until October 18 and so far, 13 have been received. Up to eight new members will be added to the Task Force.

**13. Committee Reports**

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

(1) Regional Technical Committee; (2) Public Participation Task Force (3) Transportation Operations Task Force (4) Regional Aviation Committee (5) Information Resources Exchange Group

**OLD BUSINESS**

No old business was stated.

## **NEW BUSINESS**

No new business was stated.

There being no further business, the meeting was adjourned at 12:03 p.m. on a **MOTION** by Mr. Levecchia, seconded by Mr. McBlain.

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.

---

Renee Wise, Recording Secretary

Susan Herman  
1977 Boxwood Drive  
Newtown, PA 18940  
(Ph: 215.504.9670)

RECEIVED

OCT 02 2013

DELAWARE VALLEY  
REGIONAL PLANNING  
COMMISSION

Mr. Barry Seymour, Executive Director  
Delaware Valley Regional Planning Commission (DVRPC)  
190 N. Independence Mall West, 8<sup>th</sup> Floor  
Philadelphia, PA 19106

DVRPC Board Members  
c/o James Simpson, Chair  
190 N. Independence Mall West, 8<sup>th</sup> Floor  
Philadelphia, PA 19106

September 26, 2013

**RE: DVRPC's Regional Technical Committee Eliminates the Formal Process for  
Obtaining and Considering Public Input Prior To Voting on Action Items**

Dear Mr. Seymour and DVRPC Board Members,

It is with dismay that I am compelled to read this letter into the public record at today's Board meeting. I speak as a citizen of Bucks County, one of the counties in the nine-county region you [Delaware Valley Regional Planning Commission (DVRPC)] serve. As you know, for well over a decade, I have personally attended Regional Citizens Committee, Regional Technical/Transportation Committee, and DVRPC Board meetings at your offices and participated in the issues with deliberation, passion, thoughtfulness, sincerity and interest.

At the September 10, 2013 Regional Technical Committee (RTC) meeting, Chairman Andrew Levecchia announced that **Public Comment on all Agenda Items** (including action items requiring a motion and vote by the RTC) would no longer be taken at the beginning of the meeting, but **was being moved to the end of the meeting AFTER votes on action items had been conducted**. Dennis Winters, a Clean Air Council transportation team member and center city Philadelphia resident, publicly verbalized a formal protest from his seat in the audience, stating that this policy would deny the public and interested parties the opportunity to make thoughtful public comment on agenda items prior to the time they are discussed and voted upon by the RTC. This would result in RTC discussion and votes taken on matters without public input. **By doing this, the RTC has eliminated the formal process for obtaining and considering public input prior to voting on proposed action items. This is a further erosion of real, meaningful contribution and input from the public.**

After the RTC meeting, I told Mr. Levecchia how disappointed I was in the new policy for Public Comment. I said that citizens, who come well-prepared on issues they are passionate about, have meaningful input and diverse views for RTC members to consider before they vote on action items. He responded that the RTC doesn't believe citizens can give meaningful input on agenda items prior to hearing the presentation about the agenda item, and that is why Public Comment on Agenda Items has been moved to the end of the meeting. I responded that taking Public Comment after action items have been voted upon, eliminates public participation in the

decision-making process for action items. I explained that RTC members would lose the benefit of hearing citizens, a voice that sometimes gives another perspective for consideration when voting on action items. He stated that citizens have time between the RTC meeting and DVRPC Board meeting to consider what transpired at the RTC meeting and present their concerns at the DVRPC Board meeting. I then asked, "How high a hill do you want to make citizens climb in this public participation process? We (citizens) are aware that the decisions made at the RTC are generally rubber-stamped by the DVRPC Board."

**This new policy, which eliminates public participation in the RTC action item decision-making process, must be revoked. WHY?**

- Because it makes a farce out of these mission statements that appear in DVRPC's Publication titled dvrpc/ A CITIZEN'S GUIDE TO THE REGIONAL PLANNING PROCESS:
  - a) "Citizens who take the time to get involved and learn about their community, their county, and their region can change the course of the future."
  - b) "Various planning policies are being implemented in our region that enhance our quality of life, improve our environment, and make the Delaware Valley an even better place to live. However, in order to effectively shape the region's future, area residents need to be informed and involved in the planning process. Public participation is an integral part of the planning process. The DVRPC believes that the best decisions are made with a fully informed and involved public; your opinion makes a difference on vital transportation and planning issues in the region. Through a constructive dialogue, planners, decision-makers, and the public can share their opinions and mutually shape a vision for a neighborhood, community, county, or region."
- There is already a notable lack of discourse amongst RTC members when considering agenda items. This new policy eliminates the well-informed, objective, and thoughtful voice of the citizens in the decision-making process for action items voted upon at RTC meetings. This voice often led to healthy discourse on the RTC.
- Citizens' input is important in a system where there is pressure for RTC and DVRPC Board members to rubber-stamp action items which often reflect the wishes of DVRPC staff exclusively. If we truly want to ensure the future "health of the region's citizens" and the "sustainability of the Delaware Valley", as professed in the document titled DVRPC SELF CERTIFICATION OF THE TRANSPORTATION PLANNING PROCESS (see pages 4-5 of Exhibit I), a regional citizens' role must be respected and included in the decision-making process on action items at both the RTC and DVRPC Board monthly meetings. This regional citizens' role must be cultivated and encouraged.
- In my June 27, 2013 letter to DVRPC Board members (see Exhibit I) with

**SUBJECT: Request that DVRPC Board members:**

**...reject RESOLUTION (No. B-FY13-002):DVRPC SELF CERTIFICATION OF THE TRANSPORTATION PLANNING PROCESS, and**

**...pursue a resolution that encourages meaningful public participation from the region's citizens by including them in the**

**action item decision-making process that takes place at  
monthly Regional Technical Committee (RTC) and DVRPC  
Board meetings,**

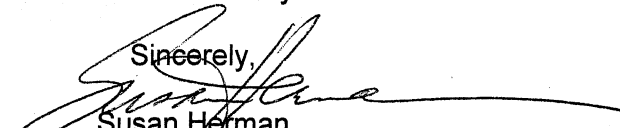
I stated, "Meaningful public participation is an important part of the Federal standards that are to be met by the DVRPC. Unfortunately, meaningful public participation is at an all time low at the DVRPC. I respectfully ask that you reject the RESOLUTION for DVRPC SELF CERTIFICATION OF THE TRANSPORTATION PLANNING PROCESS and pursue a resolution that encourages meaningful public participation from the region's citizens by including them in the action item decision-making process that takes place at monthly RTC and DVRPC Board meetings."

- While the DVRPC meticulously tracks and reports on the number of comments received in its computer outreach efforts to citizens, the RTC's bold move to eliminate Public Comment in the decision-making process at RTC meetings, shows the agency's true colors. This is a disrespect and disregard for public input that overtly and completely politicizes the decision-making process.

I implore the DVRPC Board to pass a motion at today's meeting calling for Public Comment on Agenda Items at the RTC **to take place at the time that each agenda item is discussed prior to taking a vote on the issue.** In the case of an action item, citizens should be permitted to give comment after the presentation regarding the item and prior to a vote being made. This will enable citizens to benefit from hearing presentations. I hope that you, as do I, genuinely want a system that allows for checks and balances and healthy discourse, rather than a stacked deck.

I respectfully request that the reading of this letter be referenced in the minutes of today's meeting and ask that the letter be included in its entirety in the minutes.

Sincerely,



Susan Herman  
Citizen of Bucks County

Cc; Peter Rogoff; Administrator, Federal Transit Administration  
Therese McMillan; Deputy Administrator, Federal Transit Administration  
Matt Welbes; Executive Director, Federal Transit Administration  
Victor Mendez; Administrator, Federal Highway Administration  
Greg Nadeau; Deputy Administrator, Federal Highway Administration  
Jeffrey Paniati; Executive Director, Federal Highway Administration  
Barry Seymour; Executive Director, DVRPC  
Candace Snyder; Director, Office of DVRPC Public Affairs & Communications  
Brigid Hynes-Cherin; Regional Administrator, Federal Transit Administration Region III  
Ernest Blais; Division Administrator, Federal Highway Administration N.J. Division  
Renee Sigel; Division Administrator, Federal Highway Administration PA Division  
Tony Cho; Community Planner, U.S. Dept. of Transportation, FTA, Region III  
Jim Mosca, PennDOT  
David Kuhn, NJDOT  
Philadelphia Inquirer  
Plan Philly  
Bucks County Courier Times  
Regional Citizens  
*Barry Schoch, Secretary of Transportation*  
*Bradley Mallory, Deputy Secretary of Administration*  
*State Representative Steve Santarsiero*  
*Bucks County Commissioner, Diane Marseglia*

Susan Herman  
1977 Boxwood Drive  
Newtown, PA 18940

DVRPC Board Members  
C/O Terence Farrell, Chair  
190 N. Independence Mall West, 8<sup>th</sup> Floor  
Philadelphia, PA 19106

June 27, 2013

**SUBJECT: Request that DVRPC Board members:**

- ...reject RESOLUTION (No. B-FY13-002):  
***DVRPC SELF CERTIFICATION OF THE TRANSPORTATION PLANNING PROCESS***, and
- ...pursue a resolution that encourages meaningful public participation from the region's citizens by including them in the action item decision-making process that takes place at monthly Regional Technical Committee (RTC) and DVRPC Board meetings.

Dear DVRPC Board Members,

I am Susan Herman, a Bucks County resident. My public comment at this morning's DVRPC Board meeting pertains to agenda item #5: Annual Self-Certification of the Regional Transportation Planning Process.

Meaningful public participation is an important part of the Federal standards that are to be met by the DVRPC. Unfortunately, meaningful public participation is at an all time low at the DVRPC. I respectfully ask that you reject the **RESOLUTION for DVRPC SELF CERTIFICATION OF THE TRANSPORTATION PLANNING PROCESS** and pursue a resolution that encourages meaningful public participation from the region's citizens by including them in the action item decision-making process that takes place at monthly RTC and DVRPC Board meetings.

The RESOLUTION you are considering was distributed at the 6/11/13 RTC meeting (see Attachment I). The third to the last bullet states,

*"WHEREAS, DVRPC recognizes the federal standards that are in place, but strives to exceed those standards, whenever possible, to ensure the health of the region's citizens and the sustainability of the Delaware Valley."*

With the current unacceptable state of public participation, it is questionable whether the DVRPC is minimally meeting Federal standards. The DVRPC is clearly not exceeding them. Because of this, I believe that the "health of the region's citizens" and the "sustainability of the Delaware Valley" are at risk. As you know, I was shocked to eventually learn that the Public Participation Task Force (that replaced the Regional Citizens Committee) does not participate AT ALL in the decision-making process for action items voted upon at RTC and DVRPC Board meetings. **This should change. RTC and DVRPC Board members no longer benefit from hearing the well-informed, objective, and thoughtful collective**

Exhibit I: (1/15)

Page 4 of 18

**voice of the region's citizens.** This voice sometimes gave another perspective for consideration when voting on action items.

The previous Regional Citizens Committee, however imperfect, provided a voice that led to healthy discourse on the RTC and DVRPC Board. This kind of input is important in a system where there is pressure for RTC and DVRPC Board members to rubber-stamp action items which often reflect the wishes of DVRPC staff exclusively. If we truly want to ensure the future "health of the region's citizens" and the "sustainability of the Delaware Valley", a regional citizens' role must be created that is equal in quality to the previous Regional Citizens Committee role. This regional citizens' role must be cultivated and encouraged by a new resolution that I am asking you to make.

***What evidence is there that meaningful and informed public input has all but vanished at monthly RTC and DVRPC Board meetings?***

- (a) **As currently formed, the Public Participation Task Force (PPTF) is divorced from the monthly business voted upon at RTC and DVRPC Board meetings.**

**Monthly RTC action items:**

The PPTF members who sit on the RTC are not representing a consensus opinion of the PPTF. In fact, the PPTF - which meets on a bi-monthly basis - does not review or weigh in on any RTC or DVRPC Board action items.

Page 4 of Attachment II is a 1/8/13 letter from Residents for Regional Traffic Solutions, Inc. to Barry Seymour, RTC Members, and DVRPC Board Members **RE: Critical Part of April Public Participation Plan Is Not Workable.** The letter states, "We are concerned that a critically important part of the recently implemented Public Participation Plan (Plan) is not workable. With the current Plan, it is NOT possible for the Public Participation Task Force (PPTF) members who sit on the RTC to cast their votes by taking a 'regional perspective', as they have been asked to do. The 9/11/12 RTC Meeting Highlights state, 'John Ward began by welcoming one of the new Public Participation Task Force (PPTF) members, Harry Fox. Mr. Fox is from Burlington County, and is a civil engineer who has been involved in numerous Boards and Commissions in Burlington County and Gloucester Counties, including chairing the Delran, NJ Zoning Board. Mr. Ward explained that the PPTF members represent a county or community but have been asked, in their role at the RTC, to take a regional perspective in their thoughts and their votes. He anticipates that they will eventually be voting members. Because the PPTF will not be taking action on RTC or Board items, their views will be as citizens of the region, and not representing a consensus of the PPTF. They will provide their feedback regarding the PCC/RTC meetings to the PPTF.'"

**Monthly DVRPC Board action items:**

**NO** PPTF members sit on the DVRPC Board. This is unconscionable.

Ex. I: 2/15



**(b) Attendance continues to decline at PPTF meetings.**

The 5/16/13 MEETING HIGHLIGHTS OF THE DVRPC PUBLIC PARTICIPATION TASK FORCE 2013 (see page 2 of Attachment III) state, "In light of declining attendance at PPTF meetings, Candace Snyder asked members to consider the structure of meetings, their frequency, and potential agenda items that could be incorporated in the future, such as guest speakers and a Work Program Project Development Workshop."

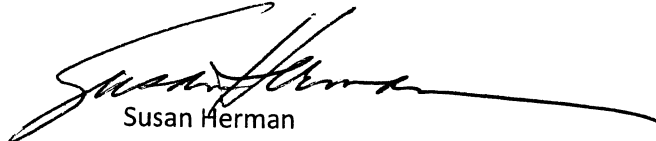
**(c) PPTF members are appointed by county governments and DVRPC staff and, therefore, represent those who appointed them, rather than representing the region's citizens.**

**(d) Few members of the public are using the DVRPC's "Public Comments to Board Actions" web commenting feature** referenced in Barry Seymour's 1/16/13 letter to Residents for Regional Traffic Solutions, Inc. (see page 3 of Attachment II).

**(e) Few members of the public attend RTC and DVRPC Board meetings.** (Consideration should be given to telecasting these meetings and providing the public with the opportunity to make public comment from their homes, places of business, etc.)

I again ask you to reject the current resolution and consider a new resolution that will encourage greater meaningful public participation from the region's citizens in the action item decision-making process that takes place at monthly RTC and DVRPC Board meetings. I respectfully request that this letter be referenced and included in its entirety in the minutes of today's meeting.

Sincerely,



Susan Herman

CC: Peter Rogoff; Administrator, Federal Transit Administration  
Therese McMillan; Deputy Administrator, Federal Transit Administration  
Matt Welbes; Executive Director, Federal Transit Administration  
Victor Mendez; Administrator, Federal Highway Administration  
Greg Nadeau; Deputy Administrator, Federal Highway Administration  
Jeffrey Paniati; Executive Director, Federal Highway Administration  
Barry Seymour; Executive Director, DVRPC  
Candace Snyder; Director, Office of DVRPC Public Affairs & Communications  
Brigid Hynes-Cherin; Regional Administrator, Federal Transit Administration Region III  
Ernest Blais; Division Administrator, Federal Highway Administration N.J. Division  
Renee Sigel; Division Administrator, Federal Highway Administration PA Division  
Tony Cho; Community Planner, U.S. Dept. of Transportation, FTA, Region III  
Jim Mosca, PennDOT  
David Kuhn, NJDOT  
Regional Citizens

Ex. I : (3/15)

Page 6 of 18

RESOLUTION

by the Board of the Delaware Valley Regional Planning Commission

**DVRPC SELF CERTIFICATION OF THE TRANSPORTATION  
PLANNING PROCESS**

**WHEREAS**, the US DOT Statewide and Metropolitan Planning Regulations (23 CFR Part 450 and 49 CFR part 613) which implement the planning provisions of 23 USC Sec.134 and 49 USC Sec.5303, requires the Metropolitan Planning Organization (MPO) to certify that its transportation planning process is in conformance with all applicable regulations; and

**WHEREAS**, the Federal Planning Regulations require that a continuing, cooperative, and comprehensive transportation planning process be carried out by the State and Local officials; and

**WHEREAS**, the requirements of Sections 174 and 176(c) and (d) of the Clean Air Act as amended (42 USC Sec 7504 and 7506 (c) and (d)), which require an air quality implementation plan that will bring the Metropolitan Area into conformance with requirements of the Clean Air Act; and require that the MPO not approve any project, program, or plan which does not conform to the aforementioned implementation plan, have been met; and

**WHEREAS**, private citizens, affected public agencies, representatives of transportation agency employees, other affected employee representatives, private providers of transportation, and other interested parties were provided with reasonable opportunity to comment on the proposed Transportation Improvement Program, Long Range Plan and planning process; and

**WHEREAS**, the TIP has been financially constrained by year as required by Section 450.324(e) of the Planning Regulations; and

**WHEREAS**, the provision of 49 CFR part 20 regarding restrictions on influencing certain activities has been met; and

**WHEREAS**, the requirements of Title VI of the Civil Rights Act of 1964 and the Title VI assurance executed by each state under 23 USC Sec.324 and under 49 USC Sec.794 have been met and the requirements of Executive Order #12898 (Federal Order to Address Environmental Justice in Minority Populations and Low-Income Populations) are being addressed; and,

B-FY13-002

Ex. I: 4/15

Page 7 of 18

**WHEREAS**, the requirements of 23 CFR and 49 CFR regarding the involvement of disadvantaged or minority business enterprises in FHWA and FTA funded planning projects have been met; and

**WHEREAS**, the provisions of the Americans with Disabilities Act (Public Law 101-336, 104 Statute 327, as amended) and US DOT regulations entitled "Transportation for Individuals with Disabilities" (49 CFR, Parts 27, 37 and 38) have been met; and,

**WHEREAS**, DVRPC recognizes the federal standards that are in place, but strives to exceed those standards, whenever possible, to ensure the health of the region's citizens and the sustainability of the Delaware Valley.

**NOW, THEREFORE, BE IT RESOLVED**, the Delaware Valley Regional Planning Commission, the Metropolitan Planning Organization for the nine county Philadelphia, Camden and Trenton metropolitan areas, certifies that the urban transportation planning process is being carried out in conformance with all applicable Federal requirements and certifies that the local process to enhance the participation of the general public, including the transportation disadvantaged, has been followed in developing all plans and programs.

**BE IT FURTHER RESOLVED**, that a copy of this resolution be forwarded to the respective Departments of Transportation of Pennsylvania and New Jersey for inclusion with the State certification that the planning process complies with FHWA/FTA joint regulations on Metropolitan Transportation Planning.

Ex. I: (5/15)

**R.R.T.S.**  
**Residents for Regional Traffic Solutions, Inc.**  
PO Box 285  
Newtown, PA 18940  
**RRTSbucks5@aol.com**

Mr. Barry Seymour, Executive Director  
Delaware Valley Regional Planning Commission  
190 N. Independence Mall West, 8<sup>th</sup> Floor  
Philadelphia, PA 19106

February 4, 2013

**SUBJECT: Mr. Seymour's 01/16/13 letter in response to R.R.T.S.'s 01/08/13 letter**  
**RE. Critical Part of April 2012 Public Participation Plan Is Not Workable**

Dear Mr. Seymour,

Thank you for your letter dated January 16, 2013 (Exhibit I) in response to our January 8, 2013 letter **RE: Critical Part of April 2012 Public Participation Plan Is Not Workable** which was addressed to you, Regional Technical Committee (RTC) Members, and DVRPC Board Members (Exhibit II). As you know, we read our January 8, 2013 letter into the public record at the 01/08/13 RTC meeting, the 01/22/13 Public Participation Task Force meeting (see Exhibit III), and the 01/24/13 DVRPC Board meeting (see Exhibit IV). At each meeting, we requested that the reading of the letter be referenced in the meeting minutes and that the letter be included, in its entirety, in the minutes.

We would like to comment on three (3) statements that you made in your 01/16/13 letter.

- **YOUR STATEMENT:** "Citizen representatives are tasked with bringing their knowledge as a citizen to the RTC and to participate in those discussions with the other RTC members."

**OUR COMMENT:** Previous citizen representatives were actively representing issues relating to the regional issues within their communities. The new citizen representatives are appointed and, therefore, do not represent the citizens but represent those who appointed them.

- **YOUR STATEMENT:** "Their responsibility is not to gather formalized public input on action items."

**OUR COMMENT:** As a citizen representative, there must be some mechanism established by which the appointed person can learn and know the citizen position on the issues presented at the RTC meetings. Without it being formalized, how can there

Ex. I: (6/15)

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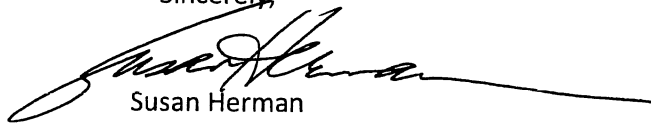
Attachment II  
(pg 1/7)

be any confidence that the citizen representative is actually providing citizen input versus a biased perspective?

- **YOUR STATEMENT:** "This has never been the responsibility of any citizen representative on the RTC, including past Regional Citizens Committee (RCC) members, as you will recall."

**OUR COMMENT:** Previous RCC members were real citizen representatives advocating on behalf of citizens - NOT representatives appointed by county governments and DVRPC staff - so no formal procedure was required.

Sincerely,



Susan Herman  
President

CC: Regional Technical Committee Members (c/o Michelle Webb, Chair)  
DVRPC Board Members (c/o Terence Farrell, Chair)  
PPTF Members (c/o Candace Snyder; Director, DVRPC Office of Public Affairs & Communications)  
Candace Snyder; Director – Office of Public Affairs & Communications  
Brigid Hynes-Cherin; Regional Administrator, Federal Transit Administration Region III  
Ernest Blais; Division Administrator, Federal Highway Administration N.J. Division  
Renee Sigel; Division Administrator, Federal Highway Administration PA Division  
Tony Cho; Community Planner, U.S. Dept. of Transportation, FTA, Region III  
Jim Mosca, PennDOT  
David Kuhn, NJDOT  
R.R.T.S. Membership (mass e-mail)  
Regional Citizens

Ex. I:

7/15

Page 10 of 18

Attachment II  
(pg. 2/7)

January 16, 2013


Ms. Susan Herman  
President, Residents for Regional Traffic Solutions, Inc.  
P.O. Box 285  
Newtown, PA 18940

Dear Ms. Herman,

I am writing in response to your comment at the January 8, 2013 Regional Technical Committee (RTC) meeting and letter of the same date concerning citizen representation on the RTC. To correct a quote attributed to Candace Snyder, the Public Participation Task Force (PPTF) members who serve on the RTC receive a packet of information at the same time as every other RTC member. They do not receive information "just prior to the meeting." Citizen representatives are tasked with bringing their knowledge as a citizen to the RTC and to participate in those discussions with the other RTC members. Their responsibility is not to gather formalized public input on action items. This has never been the responsibility of any citizen representative on the RTC, including past Regional Citizens Committee (RCC) members, as you will recall.

Since 2011, DVRPC has instituted a "Public Comments to Board Actions" web commenting feature that gathers public input to be delivered directly to Board members, planning partners, and DVRPC staff. Members of the public may also submit emails, letters, or faxes on DVRPC actions, and are invited to directly comment at Board meetings. The Board, after all, is the final vote on all action items.

Sincerely,



Barry Seymour  
Executive Director

cc: Candace Snyder; Director, DVRPC Office of Public Affairs  
Brigid Hynes-Cherin; Regional Administrator, FTA  
Ernest Blais; Division Administrator, FHWA NJ  
Renee Sigel; Division Administrator, FHWA PA  
Tony Cho; Community Planner, FTA  
James Mosca; PENNDOT  
David Kuhn; NJDOT

Ex. I: 8/15

Page 11 of 18

Attachment II  
(pg. 3/7)

EXHIBIT II  
(pg 1 of 2)

# **R.R.T.S.**

## **Residents for Regional Traffic Solutions, Inc.**

PO Box 285  
Newtown, PA 18940  
**RRTSbucks5@aol.com**

Mr. Barry Seymour, Executive Director  
Delaware Valley Regional Planning Commission  
190 N. Independence Mall West, 8<sup>th</sup> Floor  
Philadelphia, PA 19106

Regional Technical Committee Members  
c/o ~~Stephen Buckley~~, Chair, *Michelle Webb*  
190 N. Independence Mall West, 8<sup>th</sup> Floor  
Philadelphia, PA 19106

DVRPC Board Members  
c/o Terence Farrell, Chair  
190 N. Independence Mall West, 8<sup>th</sup> Floor  
Philadelphia, PA 19106

January 8, 2013

### **RE: Critical Part of April 2012 Public Participation Plan Is Not Workable**

Dear Mr. Seymour, Regional Technical Committee Members, and DVRPC Members,

I am president of Residents for Regional Traffic Solutions, Inc. (RRTS), a regional citizens group with members from Lower Makefield, Upper Makefield, Newtown, Wrightstown, and Northampton Townships. Our organization represents well in excess of 9,000 residents. We are concerned that a critically important part of the recently implemented Public Participation Plan (Plan) is not workable.

With the current Plan, it is NOT possible for the Public Participation Task Force (PPTF) members who sit on the Regional Technical Committee (previously the Regional Transportation Committee) to cast their votes by taking a "regional perspective", as they have been asked to do. The September 11, 2012 Regional Transportation Committee Meeting Highlights state, "John Ward began by welcoming one of the new Public Participation Task Force (PPTF) members, Harry Fox. Mr. Fox is from Burlington County, and is a civil engineer who has been involved in numerous Boards and Commissions in Burlington County and Gloucester Counties, including chairing the Delran, NJ Zoning Board. Mr. Ward explained that the PPTF members represent a county or community but have been asked, in their role at the RTC, to take a regional perspective in their thoughts and their votes. He anticipates that they will eventually be voting members. Because the PPTF will not be taking action on RTC or Board items, their views will be as 'citizens of the region', and not representing a consensus of the PPTF. They will provide their feedback regarding the PCC/RTC meetings to the PPTF."

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Attachment II

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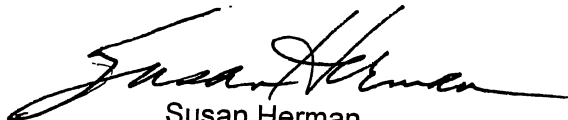
Ex. II  
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It is a fallacy to think that a PPTF member can vote with a "regional perspective" when he/she has no prior opportunity to discuss RTC action items in an open forum with other informed citizens in the region. At the November 15, 2012 inaugural PPTF meeting, Candace Snyder (Director, DVRPC Office of Public Affairs and Communications) confirmed that PPTF members who sit on the Regional Technical Committee (RTC) would be receiving their packet of information for preparation for the RTC meeting just prior to the meeting. This process does not enable the voting PPTF representatives on the RTC to gather formalized public input regarding action items that they will vote on, thus the process is flawed.

**We respectfully request that PPTF representatives on the RTC abstain from voting on action items unless they have followed a formalized process of obtaining public input on the proposed action. Without this, the Public Participation Task Force must rethink its approach or it will fail in its effort to have genuine regional public input.**

We appreciate the opportunity to read this letter into the public record at today's RTC meeting. We ask that this letter be referenced and included in its entirety in the minutes of today's meeting. We respectfully ask that the RTC and DVRPC Board respond to our request.

Sincerely,



Susan Herman  
President

CC: Candace Snyder; Director – Office of Public Affairs & Communications  
Brigid Hynes-Cherin; Regional Administrator, Federal Transit Administration Region III  
Ernest Blais; Division Administrator, Federal Highway Administration N.J. Division  
Renee Sigel; Division Administrator, Federal Highway Administration PA Division  
Tony Cho; Community Planner, U.S. Dept. of Transportation, FTA, Region III  
Jim Mosca, PennDOT  
David Kuhn, NJDOT  
R.R.T.S. Membership (mass e-mail)  
Regional Citizens

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Attachment II

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**R.R.T.S.**  
**Residents for Regional Traffic Solutions, Inc.**  
PO Box 285  
Newtown, PA 18940  
**RRTSbucks5@aol.com**

Candace Snyder; Director, DVRPC Office of Public Affairs and Communications  
190 N. Independence Mall West, 8<sup>th</sup> Floor  
Philadelphia, PA 19106

Public Participation Task Force (PPTF) Members  
c/o DVRPC  
190 N. Independence Mall West, 8<sup>th</sup> Floor  
Philadelphia, PA 19106

January 22, 2013


**RE: Critical Part of April 2012 Public Participation Plan Is Not Workable**

Dear Ms. Snyder and PPTF Members,

Thank you for the opportunity to read the following letter into the public record at tonight's PPTF meeting. The letter, dated January 8, 2013, is from Residents for Regional Traffic Solutions, Inc. to Mr. Barry Seymour, Regional Technical Committee Members, and DVRPC Board Members. The subject is ***RE: Critical Part of April 2012 Public Participation Plan Is Not Workable.***

We ask (a) that the reading of this [1/8/13] letter be referenced in the minutes of tonight's meeting, and (b) that the [1/8/13] letter be included in the minutes in its entirety. We also ask that the video of tonight's meeting that will appear on the DVRPC's website include the reading of the 1/8/13 letter.

Sincerely,



Susan Herman  
President

CC: Barry Seymour; Executive Director, Delaware Valley Regional Planning Commission  
Regional Technical Committee Members: c/o Michelle Webb, Chair  
DVRPC Board Members; c/o Terence Farrell, Chair  
Brigid Hynes- Cherin; Regional Administrator, Federal Transit Administration Region III\*  
Ernest Blais; Division Administrator, Federal Highway Administration N.J. Division\*  
Renee Sigel; Division Administrator, Federal Highway Administration PA Division\*  
Tony Cho; Community Planner, U.S. Dept. of Transportation, FTA, Region III\*  
Jim Mosca, PennDOT\*  
David Kuhn, NJDOT\*  
R.R.T.S. Membership (mass e-mail)  
Regional Citizens

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**R.R.T.S.**  
**Residents for Regional Traffic Solutions, Inc.**  
PO Box 285  
Newtown, PA 18940  
**RRTSbuckspa5@aol.com**

Mr. Barry Seymour, Executive Director  
Delaware Valley Regional Planning Commission  
190 N. Independence Mall West, 8<sup>th</sup> Floor  
Philadelphia, PA 19106

DVRPC Board Members  
c/o Terence Farrell, Chair  
190 N. Independence Mall West, 8<sup>th</sup> Floor  
Philadelphia, PA 19106

January 24, 2013

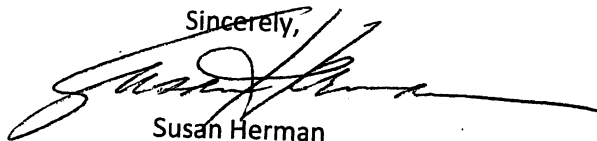
**RE: Critical Part of April 2012 Public Participation Plan Is Not Workable**

Dear Mr. Seymour and DVRPC Board Members,

Thank you for the opportunity to read the following letter into the public record at today's DVRPC Board meeting. The letter, dated January 8, 2013, is from Residents for Regional Traffic Solutions, Inc. to Mr. Barry Seymour, Regional Technical Committee Members, and DVRPC Board Members. The subject is **RE: Critical Part of April 2012 Public Participation Plan Is Not Workable**.

We ask that the reading of this [1/8/13] letter be referenced in the minutes of today's meeting and that the [1/8/13] letter be included in the minutes in its entirety.

Sincerely,



Susan Herman  
President

CC: Brigid Hynes- Cherin; Regional Administrator, Federal Transit Administration Region III\*  
Ernest Blais; Division Administrator, Federal Highway Administration N.J. Division\*  
Renee Sigel; Division Administrator, Federal Highway Administration PA Division\*  
Tony Cho; Community Planner, U.S. Dept. of Transportation, FTA, Region III\*  
Jim Mosca, PennDOT\*  
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R.R.T.S. Membership (mass e-mail)  
Regional Citizens

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**MEETING HIGHLIGHTS OF  
THE DVRPC PUBLIC PARTICIPATION TASK FORCE  
MAY 16, 2013**

**Attendees:** David Cohen, Nancy DeLucia, Quibila Divine, Harry Fox, James Hopkins, Elise Mannella, Aissia Richardson, Chuck Romick, Andrew Seligsohn, Joyce Smith, Tahirih Smith, Elizabeth Walsh (PPTF Members); Dennis Winters, Tom McHugh, Andy Sharpe (Guests); Candace Snyder, Sean Greene, Stacy Bartels, Joe Fazekas, Julia Strapp (Staff)

Welcome and Meeting Overview

Candace Snyder, DVRPC Director of Public Affairs, welcomed members and guests to the PPTF meeting and reviewed meeting procedures. James Hopkins, Acting Chair, facilitated the meeting.

Tracking Progress: Connections 2040

Sean Greene, DVRPC Senior Transportation Planner, provided an update to PPTF members on the contents of a new publication that explores the region's progress in achieving goals set by the long-range plan (LRP). The publication, *Tracking Progress*, is a simple breakdown of vast amounts of data using 31 discrete indicators as benchmarks, with 17 of them showing mixed or positive progress for our region. A convenient meter graphic is set next to each indicator to show at a glance whether the region is moving in a positive or negative direction. *Tracking Progress* can be viewed at:

[http://www.dvrpc.org/asp/pubs/publicationabstract.asp?pub\\_id=13044](http://www.dvrpc.org/asp/pubs/publicationabstract.asp?pub_id=13044).

The indicators included in this Tracking Progress report will help inform the policies and objectives of the *Connections* Long-Range Plan, which is currently being updated and expected to be adopted in July 2013.

The Greater Philadelphia region is showing encouraging progress in areas such as air quality, public open space preservation, and transit ridership. However, the region is reaching a critical point regarding equity issues between Developed Communities and Growing Suburbs, as well as transportation infrastructure degradation due to lack of funding. Visit <http://www.dvrpc.org/WhichWayNow/> to learn more about the state of the transportation network.

In addition to the publication, the online platform is also being developed and will allow for the information to be updated as new data becomes available. The regional indicators can be viewed at <http://www.dvrpc.org/trackingprogress>.

PPTF members had some questions about why certain candidates for regional indicators were omitted. It was explained that in order for a topic to become an indicator, it must meet stringent criteria, such as having application to all nine counties, and the raw data must be available.

RideECO and Commuter Services

Stacy Bartels, DVRPC Manager, Marketing and Commuter Services, presented an overview of the DVRPC-owned commuter benefits program. DVRPC has provided this service since 1991 when it was initiated as part of the Clean Air legislation, but just last year rebranded it as RideECO and began a new marketing campaign.

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"Ride" is intended to signify the program's promotion of shared commuting such as mass transit and vanpools, while "ECO" stands for Easy Commute Options. The update brings a fresh new logo, clever transit advertisements, and a stored value card that will eventually be compatible with SEPTA's new fare system. However, the many aspects of the program that users have come to know will stay the same, such as the pre-tax benefits, balances that can carry over from year-to-year, and easy fare purchasing options. A phone application is being developed that would allow users to check balances and public transportation schedules.

Ms. Bartels asked PPTF members to consider how they can help with the new direction of RideECO and what staff can work on to better implement the program and spread the word.

The presentation may be found at:

<http://www.dvrpc.org/ASP/committee/Presentations/PPTF/2013-05.pdf>.

#### Committee Business and Upcoming Outreach and Events

\* In light of declining attendance at PPTF meetings, Candace Snyder asked members to consider the structure of meetings, their frequency, and potential agenda items that could be incorporated in the future, such as guest speakers and a Work Program Project Development Workshop.

The public comment period for the NJ TIP is now open and will conclude on June 18, 2013. The TIP is the regionally agreed-upon list of priority transportation projects, as required by federal law. The draft document for Fiscal Year 2014 can be found at <http://www.state.nj.us/transportation/capital/cpd/>.

A public meeting regarding the NJ TIP will take place on June 12 at the Cherry Hill Library at 4 p.m. More information about the meeting and online commenting is available on the DVRPC website at [http://www.dvrpc.org/GetInvolved/PublicNotices/2013-05\\_TIP.htm](http://www.dvrpc.org/GetInvolved/PublicNotices/2013-05_TIP.htm).

Additionally, a long-range plan information session will take place on May 21 in West Philadelphia and a discussion of the Camden County Bike Plan on May 29 at the Camden County Boathouse. More information about these events may be found on the DVRPC calendar at <http://www.dvrpc.org/asp/cal>.

#### One Minute Reports from PPTF Members

Task Force members were invited to provide updates on the activities of their organizations/municipalities/neighborhoods.

Tahirih Smith reported that the Sustainable Jersey task forces known as "Green Teams" have been very successful in developing plans, implementing programs, and assisting with educational opportunities that support the creation of a sustainable community. She noted that the next step is to form larger, regional task forces in order to share resources and visions for greater efficacy.

Joyce Smith reported that the Community Design Collaborative has completed a conceptual design for the revitalization of the 4200 block of Viola Street in the Philadelphia neighborhood of East Parkside.

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David Cohen commented that Cheltenham Township had completed a draft Act 537 Sewage Facilities Plan in cooperation with Abington Township, Jenkintown, Springfield Township and Philadelphia, which upon adoption by the jurisdictions would provide for a means to implement improvements to the waste water systems in the area, and which would allow for increased development in the area.

Aissia Richardson reported that SEPTA's operating and capital budgets have been pushed back for approval until the June board meeting to allow the state time to cap the \$38 million budget deficit, an unprecedented occurrence for SEPTA but not unusual for comparable organizations. In the meantime, SEPTA will operate on a month to month extension of the previous budget.

SEPTA's Citizen Advisory Committee will meet on May 28 at 5:45 pm, 1234 Market, Room 718, to discuss SEPTA's harnessing of energy that it generates to use as well as sell back.

In celebration of the Route 3 bus extension into Smith Memorial Playground on weekends, the Clef Club Youth Jazz Ensemble will play John Coltrane's "My Favorite Things" as the bus loops into the playground on its first official run. The date of the event, titled "Jazz at Play", is yet to be determined.

Elizabeth Walsh noted that the federal government's sequestration will likely affect workforce development and asked whether DVRPC would be affected. Ms. Snyder replied that it is not likely to impact DVRPC.

#### Public Comments and Questions

Tom McHugh noted that there was much mention of greenhouse gas emissions in an older version of the long-range plan, *Connections 2030*, while the current draft version, *Connections 2040*, does not devote as much text on the topic. Similarly, while he enjoyed using the *Which Way Now?* online application, he suggested that more information on the levels of regional greenhouse gas emissions should have been provided so that users would be educated before providing input.

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