

**DELAWARE VALLEY REGIONAL PLANNING COMMISSION**

**BOARD COMMITTEE**

Minutes of Meeting of May 22, 2014

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

James Ritzman  
James Mosca

New Jersey Governor's Appointee  
Pennsylvania Governor's Appointee

Amy Herbold  
Ron Henry  
Kate Schramm

Pennsylvania Governor's Policy & Planning Office  
Bucks County

Catherine Thurston  
Diane Ellis-Marseglia  
Lynn Bush

Chester County  
Delaware County

Ronald Bailey  
John McBlain  
Linda Hill

Montgomery County

Leslie Richards  
Jody Holton

Burlington County  
Camden County

Carol Ann Thomas  
Lou Cappelli

Gloucester County

Andrew Levecchia  
Richard Westergaard

Mercer County

Donna Lewis

City of Chester

(not represented)

City of Philadelphia

Rina Cutler

City of Camden

Edward Williams

City of Trenton

Jeffrey Wilkerson

Non-Voting Members

Federal Highway Administration  
New Jersey Division

Calvin Edghill

|  |                   |
|--|-------------------|
| Pennsylvania Division  | (not represented) |
| U.S. Department of Housing and Urban Development,<br>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                                    | (not represented) |
| Port Authority Transit Corporation                               | (not represented) |
| New Jersey Office of Planning Advocacy                           | Alan Miller       |
| Pennsylvania Department of Community and<br>Economic Development | Lisa Worden       |

**DVRPC Co-Counsel**

|                         |                   |
|-------------------------|-------------------|
| Pennsylvania Co-Counsel | Frederick Strober |
| New Jersey Co-Counsel   | Thomas Coleman    |

**DVRPC Staff:** Barry J. Seymour, John Ward, Patty Elkis, Paul Smith, Chris Puchalsky, Elizabeth Schoonmaker, Rick Murphy, Kwan Hui, Taghi Ozbeki, Tom McGovern, Jane Meconi, Fang Yuan, Sean Greene, Mike Boyer, Brett Fusco, Chris Linn, Elise Turner, Jesse Buerk, Rob Graff, Vanessa Doan, Mary Bell, John Griffies, Betsy Mastaglio, William Laidlaw, Anthony Secora, Julia Strapp, and Renee Wise.

**Guests**

|                              |                   |
|------------------------------|-------------------|
| PennDOT                      | Linda Guarini     |
| ParenteBeard                 | Andrea L. Caladie |
| Group Melvin Design          | Adam Tecza        |
| CCCTMA                       | William Ragozine  |
| PlanPhilly                   | Christine Fisher  |
| Clean Air Council            | Dennis Winters    |
| Citizen of Bucks County      | Sue Herman        |
| Citizen of Montgomery County | Bridget Chadwick  |

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

Chair James Simpson called the meeting to order at 10:02 a.m.

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

Public comments were submitted from Bridget Chadwick, a citizen of Montgomery County, regarding TIP action 2b (PA13-75: Approval of Automated Red-Light Enforcement (ARLE) Round 4 (2013 funding) Projects (Various MPMS#s), Various Counties). Ms. Chadwick questioned whether funding should be used for congestion projects and suggested instead that it go to enhancement or safety projects.

### **1. Minutes of Meeting of April 24, 2014**

A **motion** was made by Ms. Cutler, seconded by Mr. McBlain, to approve the minutes of April 24, 2014.

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

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

#### **2a. PA13-74: Arcola Road Bridge Over Perkiomen Creek (CB# 155), (MPMS #16400) Montgomery County**

PennDOT has requested that DVRPC modify the FY 2013 TIP for Pennsylvania by advancing a \$7,000,000 FY17 construction phase of the Arcola Road Bridge Over Perkiomen Creek (CB# 155) (MPMS #16400) into FY14 (\$4,938,000 (\$3,950,000 BOF/ \$740,000 State 183/ \$248,000 Local)) and FY15 (\$2,062,000 (\$1,650,000 BOF/ \$309,000 State 183/ \$103,000 Local)). This action addresses negative traffic impacts as a result of closing the Arcola Road Bridge in Upper Providence and Lower Providence Townships.

Funding for this project contributes to replacing the Arcola Road Bridge with a new two-lane bridge that will have a sidewalk on at least one side. The Arcola Road Bridge serves as a crossing for an average of 8,238 vehicles each day on Arcola Road from Upper Providence Township, over the Perkiomen Creek, to Lower Providence Township. It was first built in 1869 and rebuilt in 1931. On August 16, 2013, the bridge was found in poor condition with a sufficiency rating of 3 and was closed to traffic on the same day. The bridge closure is severely impacting traffic in the area and has led to a detour length of approximately four miles.

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.

Public comments were received from John Boyle of the Bicycle Coalition of Greater Philadelphia expressing that the Bicycle Coalition would not support this project unless bike lanes are included on the bridge. A response from DVRPC followed, stating that bike lanes are not proposed on the bridge but that the bridge will have a five-foot shoulder in each direction.

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

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

PA13-74, PennDOT's request that DVRPC modify the FY 2013 TIP for Pennsylvania by advancing a \$7,000,000 FY17 construction phase of the Arcola Road Bridge Over Perkiomen Creek (CB# 155) (MPMS #16400) into FY14 (\$4,938,000 (\$3,950,000 BOF/ \$740,000 State 183/ \$248,000 Local)) and FY15 (\$2,062,000 (\$1,650,000 BOF/ \$309,000 State 183/ \$103,000 Local)). This action addresses negative traffic impacts as a result of closing the Arcola Road Bridge in Upper Providence and Lower Providence Townships.

**2b. PA13-75: Approval of Automated Red-Light Enforcement (ARLE) Round 4 (2013 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 4 and amend the FY2013 TIP for Pennsylvania by adding the selected projects in FY14, as well as modify the TIP for Pennsylvania by adding \$1,400,000 State Appropriation 244 funds to a previously awarded ARLE Round 3 project, Philadelphia Safety Improvements (MPMS #97990), for construction in FY14. The DVRPC region was awarded a total of \$7,833,000 State 244 funds, for 17 projects. \$4,950,000 is for projects in the City of Philadelphia; \$415,000 is for projects in Bucks County; \$1,245,000 is for projects in Chester County; \$514,000 is for projects in Delaware County; \$526,000 is for projects in Montgomery County; and \$183,000 is for a project in both Bucks and Montgomery Counties.

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. 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 4 of ARLE awarded a total of \$8.8 million statewide to fund 32 safety projects in 24 municipalities. Municipalities submitted more than 131 applications totaling approximately \$22.8 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 \$7,833,000 to amend 16 projects and modify one project in the TIP for FY14 using State 244 funds:

1) SR 313/SR 563 New Traffic Signal (MPMS #102283), Bucks County - \$160,000  
*Funds will be used to install a traffic signal at the intersection of Mountain View Road (SR 563) and Dublin Pike (SR 313) in East Rockhill Township.*

2) SR 202 (Lower York Road) Traffic Signal Interconnect System (MPMS #102284), Bucks County - \$165,000  
*Funds will be used to provide a signal interconnect system for three existing traffic signals along Lower York Road (SR 202) at Shire Drive, Kitchens Lane/SR 0179, and Sugan Road in Solebury Township.*

3) County Line Road Intersection Improvements (MPMS #102285), Bucks and Montgomery Counties - \$183,000  
*Funds will be used to upgrade existing signals to LED signals, ADA compliant pedestrian push buttons, and new controllers at two intersections along County Line Road and the restriping of County Line Road at the Church Road intersection to allow for left turn lanes in Telford Borough.*

4) SR 132 Traffic Signal Communication System (MPMS #102288), Bucks County - \$90,000  
*Funds will be used to provide a cohesive communication system for traffic signals at 15 signalized intersections along Street Road (SR 132) between Valley Road and Centennial Road in Warminster Township by updating the communication system from a predominately Aries system (essentially a dial-up system utilizing modems) to the Centracs system.*

5) SR 0100/Temple Road/Glocker Way Adaptive Traffic Control Management (MPMS #102292), Chester County - \$51,000  
*Funds will be used to upgrade a traffic signal at the intersection of SR 0100/Temple Road/Glocker Way in North Conventry Township.*

6) SR 0030 (Lancaster Avenue) Adaptive Signal System Upgrade (MPMS #102293), Chester County - \$564,000

*Funds will be used to upgrade eight (8) existing signalized intersections for adaptive traffic control through the center of Paoli along Lancaster Avenue (SR 0030) between Bear Hill Road/Leopard Road (SR 0252) and Plank Avenue, including two signals along SR 0252 between the Paoli Shopping Center Access and East Central/Friendship Drive, in Tredyffrin Township.*

7) SR 0030 (Lancaster Avenue) Adaptive Signal System Installation (MPMS #102294), Chester County - \$445,000

*Funds will be used to install an adaptive signaling system along Lancaster Avenue (SR 30) between SR 202 and SR 29 in East Whiteland Township.*

8) Parker Ford Safety Improvements (MPMS #102295), Chester County - \$185,000  
*Funds will be used to replace, relocate, and modernize the traffic signal at the intersection of New Schuylkill Road (SR 00724)/Bethel Church Road (SR 1035)/Linfield Road (SR 1035) in East Conventry Township. Funds will also provide for geometric improvements to the intersection in order to eliminate awkward maneuvers, facilitate better maneuverability, and enhance safety.*

9) SR 202 (Wilmington-West Chester Pike) Adaptive Signal System (MPMS #102290), Delaware County - \$432,000

*Funds will be used to install adaptive signal control at nine (9) intersections along Wilmington-West Chester Pike (SR 0202) from Oakland Road to Johnson Farm Lane in Concord and Chadds Ford Townships.*

10) SR 0452 (Pennell Road) Corridor Improvements (MPMS #102291), Delaware County - \$82,000

*Funds will be used to expand the fiber optic closed loop traffic signal system for six (6) signalized intersections along Pennell Road (SR 0452) from Segment 0170/Offset 0000 to Segment 0180/Offset 0214 in Aston Township. It will also involve traffic counts at all six intersections and the development of optimized signal timings and coordination settings.*

11) Spring House Adaptive Signal System (MPMS #102297), Montgomery County - \$346,000

*Funds will be used to install adaptive signal control at the Spring House intersection of Bethlehem Pike (SR 2018), Norristown Road (SR 2007), and Sumneytown Pike, including along Bethlehem Pike from Moore Drive to north of Penllyn Pike to the south, as well as west from Bethlehem Pike to the adjacent intersection of Wellington Drive/Spring House Village access in Lower Gwynedd Township.*

12) Towamencin Township Signal System Modernization (MPMS #102298), Montgomery County - \$180,000

*Funds will be used to replace the existing Econolite Aries system with a centralized Centracs system, upgraded controller timer units, and Ethernet switches along Sumneytown Pike, Valley Forge Road, Allentown Road, and Forty Foot Road in Towamencin Township, which will directly connect the township's system to PennDOT District 6 Traffic Management Center.*

13) Traffic Calming Program (MPMS #102279), City of Philadelphia - \$1,000,000 (\$400,000 for Final Design/ \$600,000 for Construction)

*Funds will be used for the design and construction of traffic calming measures at approximately 15 to 25 locations throughout the City of Philadelphia.*

14) Broad Street Pedestrian Crossing Improvements (MPMS #102280), City of Philadelphia - \$1,200,000 (\$400,000 Final Design/ \$800,000 Construction)

*Funds will be used for the design and construction of brick crosswalk replacement at two signalized intersections and pavement marking upgrades at crosswalks on South Broad Street in Philadelphia.*

15) L.E.D. Street Light Improvement Program (MPMS #102281), City of Philadelphia - \$850,000 (\$260,000 Final Design/ \$590,000 Construction)

*Funds will be used for the design and construction of LED street lights within city limits.*

16) School House Lane/Kelly Drive Anti-Skid Pavement Surfaces (MPMS #102282), City of Philadelphia - \$500,000

*Funds will be used to provide anti-skid pavement surfaces that will introduce an improved skid resistance level (SRL) on School House Lane from Wissahickon Avenue to Ridge Avenue and Kelly Drive from Ridge Avenue to Eakins Oval in Philadelphia.*

17) Philadelphia Safety Improvements (MPMS #97990), City of Philadelphia - \$1,400,000

*\$1,400,000 State 244 funds were awarded in Round 4 of ARLE for Philadelphia Safety Improvements (ARLE 3) (MPMS #97990) (a project that was previously awarded with ARLE Round 3 funds), which would increase construction in FY14 from \$1,500,000 to \$2,900,000 State 244. Funds will provide for low cost safety improvements on Castor Avenue, as well as add another signalized intersection to the existing 12 signalized intersections in the scope of work, and extend the project limit from Cottman Avenue to Roosevelt Boulevard in Philadelphia.*

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

Favorable recommendation was received from the Regional Technical Committee.

Public comments were received from Leonard Fritz, of Gloucester County, stating that he is pleased to see these improvements take place. Additional public comments were submitted from Bridget Chadwick, of Montgomery County, regarding the lack of roadway enhancements and safety projects. She questioned why funding was not being used to address the causes of congestion: inadequate transit, bicycle, and pedestrian infrastructure. See attached comments for more.

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

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

PA13-75, the list of projects selected as part of PennDOT's Automated Red-Light Enforcement (ARLE) Program Round 4 and amend the FY 2013 TIP for Pennsylvania by adding the selected projects in FY14, as well as modify the TIP for Pennsylvania by adding \$1,400,000 State Appropriation 244 funds to a previously awarded ARLE Round 3 project, Philadelphia Safety Improvements (MPMS #97990), for construction in FY14. The DVRPC Region was awarded a total of \$7,833,000 State 244 funds to amend 16 projects and modify one project in the TIP for FY14:

- 1) SR 313/SR 563 New Traffic Signal (MPMS #102283), Bucks County - \$160,000
- 2) SR 202 (Lower York Road) Traffic Signal Interconnect System (MPMS #102284), Bucks County - \$165,000
- 3) County Line Road Intersection Improvements (MPMS #102285), Bucks and Montgomery Counties - \$183,000
- 4) SR 132 Traffic Signal Communication System (MPMS #102288), Bucks County - \$90,000
- 5) SR 0100/Temple Road/Glocker Way Adaptive Traffic Control Management (MPMS #102292), Chester County - \$51,000
- 6) SR 0030 (Lancaster Avenue) Adaptive Signal System Upgrade (MPMS #102293), Chester County - \$564,000
- 7) SR 0030 (Lancaster Avenue) Adaptive Signal System Installation (MPMS #102294), Chester County - \$445,000
- 8) Parker Ford Safety Improvements (MPMS #102295), Chester County - \$185,000
- 9) SR 202 (Wilmington-West Chester Pike) Adaptive Signal System (MPMS #102290), Delaware County - \$432,000
- 10) SR 0452 (Pennell Road) Corridor Improvements (MPMS #102291), Delaware County - \$82,000
- 11) Spring House Adaptive Signal System (MPMS #102297), Montgomery County - \$346,000
- 12) Towamencin Township Signal System Modernization (MPMS #102298), Montgomery County - \$180,000



- 13) Traffic Calming Program (MPMS #102279), City of Philadelphia - \$1,000,000 (\$400,000 for Final Design/ \$600,000 for Construction)
- 14) Broad Street Pedestrian Crossing Improvements (MPMS #102280), City of Philadelphia - \$1,200,000 (\$400,000 Final Design/ \$800,000 Construction)
- 15) L.E.D. Street Light Improvement Program (MPMS #102281), City of Philadelphia - \$850,000 (\$260,000 Final Design/ \$590,000 Construction)
- 16) School House Lane/Kelly Drive Anti-Skid Pavement Surfaces (MPMS #102282), City of Philadelphia - \$500,000
- 17) Philadelphia Safety Improvements (MPMS #97990), City of Philadelphia - \$1,400,000

**2c. PA13-76: Surface Treatment/Resurfacing Projects (Various MPMS#s), Various Counties**

PennDOT has requested that DVRPC amend the FY 2013 TIP for Pennsylvania by adding two resurfacing projects for final design in FY14 and construction in both FY14 and FY15 in the amount of \$12,640,000 State 581. The DVRPC region was awarded a total of \$12,640,000 State 581 funds, for two projects. \$3,620,000 is for a project in Chester County; and \$9,020,000 is for a project in the City of Philadelphia. These are additional funds to the region.

The projects are funded by Additional State A-581 provided to the region under Act 89. These projects must be able to be let in calendar year 2014 and need to have capital budget approval/authorization. Candidates for the Enhanced Resurfacing Program were solicited from PennDOT District Offices, statewide. All roadway treatments for microsurfacing and structural overlays were considered. Candidates were due to PennDOT Central Office in early April 2014, and selections have now been made, statewide. Note that the third project, I-76/I-76 Ramp Resurfacing (MPMS #102389), on the Schuylkill Expressway (I-76) in both directions from Grays Ferry Avenue to Oregon Avenue and slip ramps from 34<sup>th</sup> street to the I-76 eastbound segment, for \$1,520,000 (\$20,000 final design in FY14/ \$1,500,000 for construction in FY14 and FY15) is not part of this action but will be added to the Interstate Management Program TIP.

The DVRPC Region was awarded a total of \$12,640,000 to amend two projects using State 581 funds:

- 1) Resurfacing of Rt. 30 (MPMS #102379), Chester County - \$3,620,000 (\$20,000 final design in FY14/ \$3,600,000 construction in FY14 and FY15)  
*Funds will be used to resurface Route 30 from SR 0252 (Bear Hill/Leopard Road) to the Delaware County Line in Tredyffrin and Easttown Townships.*
- 2) Roosevelt Boulevard Resurfacing (MPMS #102388), City of Philadelphia -

\$9,020,000 (\$20,000 final design in FY14/ \$9,000,000 construction in FY14 and FY15)  
*Funds will be used to resurface Roosevelt Boulevard from Harbison Avenue to the Bucks County Line in both directions.*

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

Favorable recommendation was received from the Regional Technical Committee.

Executive Director Barry Seymour noted that staff will coordinate with PennDOT, SEPTA, and the City of Philadelphia to see if the Roosevelt Boulevard resurfacing can also accommodate the Better Bus service, which was presented to the Board the previous month.

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

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

PA13-76, PennDOT's request that DVRPC amend the FY 2013 TIP for Pennsylvania by adding two resurfacing projects for final design in FY14 and construction in both FY14 and FY15 in the amount of \$12,640,000 State 581. These are additional funds to the region.

1) Resurfacing of Rt. 30 (MPMS #102379), Chester County -  
\$3,620,000 (\$20,000 final design in FY14/ \$3,600,000 construction in FY14 and FY15)

2) Roosevelt Boulevard Resurfacing (MPMS #102388), City of Philadelphia -  
\$9,020,000 (\$20,000 final design in FY14/ \$9,000,000 construction in FY14 and FY15)

3. **FY 2015 Planning Work Program Amendment: SHRP2 Freight Demand Modeling Grant**

Chris Puchalsky, DVRPC's Associate Director for Systems Planning, explained that efficient freight and commercial truck travel is essential to transportation planning and our economic well-being. However, basic data on freight movements, particularly granular data at local or regional levels, may be difficult to determine.

DVRPC has been selected to receive a proof of concept pilot grant from the SHRP2 Implementation Assistance Program to develop innovative local freight data (C20) products to support regional plans, projects, and programs. We will use the fund to collect and integrate diverse data sources to develop a core freight database, and to

enhance DVRPC's freight data clearinghouse (PhillyFreightFinder) to improve the availability and visibility of data among different agencies and data users. We will also establish a data integration framework and develop open source products that may be replicated by other State DOTs, MPOs and planning agencies.

Favorable recommendation was received from the Regional Technical Committee.

John McBlain, Delaware County asked if this study would include planning for the crude oil rail transportation in Philadelphia and Delaware County. Mr. Puchalsky responded that data on the movement of freight cars is lacking throughout the region and that if there is freight data that stakeholders would like to have collected, that can be discussed, however, the study will not address specific freight projects for improvements. He explained that this project is a data gathering exercise that will feed other transportation projects. Rina Cutler, City of Philadelphia, asked Mr. McBlain if he was trying to find out if safety concerns would be addressed with this study. Mr. McBlain responded that he was curious if there would be special thought given to the new industry that will be created with the new crude oil shipments to the region. Executive Director Barry Seymour noted that up until now information on freight movements has been privately held and with this project, DVRPC will try to collect data on the movements and to let that base of information be the next step to deal with the policy questions. Byron Comati, SEPTA, asked if DVRPC's intention is to go to CSX, Norfolk Southern, and others, and elicit solid, core data. Mr. Puchalsky responded that DVRPC will ask for this information and will seek to get them on a regional committee. After asking for the data, depending on how this request is received, the Commission will try to get them on a counting program similar to the other vehicle counting activities the Commission undertakes. Ron Bailey, Chester County, commented that rail transit and truck traffic impacts are tremendous and we are highly affected by intermodal rail yards in the Harrisburg area and movements through the Port of Wilmington. As we look at the need to accommodate expansion, we must realize that it is a critical issue.

Public comments were received from Patricia Horrocks, of Chester County, regarding the importance of freight lines. She noted that freight lines go across state lines as well as county lines and that Delaware and Maryland rail routes are important to Chester County. A response from DVRPC followed.

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

**MOTION** by Mr. Williams, seconded by Mr. Westergaard, that the Board approve:

The FY 15 Work Program Amendment entitled “SHRP2 C20 – Innovative Local Freight Data.”

4. **Authorization to Open a Public Comment Period for the Amendments to the Connections 2040 Long-Range Plan, Draft FY 2015 TIP for Pennsylvania; and the Draft Conformity Finding of the Connections 2040 Long-Range Plan, FY 2014 TIP for New Jersey, and FY 2015 TIP for Pennsylvania**

Sean Greene explained that federal law and planning regulations require the development of a Long-Range Plan (LRP) and Transportation Improvement Program (TIP) in order for the metropolitan region to be eligible to receive federal transportation funds. The creation of the LRP and TIP are to be done by the MPO in cooperation with the state and transit operators, and must provide opportunity for input and comment by the public. A minimum 30-day public comment period must be conducted prior to a formal action to adopt the LRP and TIP. The final conformity rule promulgated by US EPA (40 CFR 51 and 93) requires that the LRP or TIP must not cause new air quality violations, worsen existing violations, or delay timely attainment of federal standards; and that Transportation Plans and Programs conform to the applicable State Implementation Plans (SIP) for air quality. Staff requests to open a 30-day public comment period on these three processes with proper public notification, to publish the amendments to Connections 2040 Long-Range Plan, the Draft FY2015 TIP for Pennsylvania, and Draft Conformity Finding documents, to post them on the Internet, to make copies available at certain public libraries, and to hold public meetings.

DVRPC periodically amends the LRP to incorporate changes to regionally significant projects, reflect changes to the financial plan, and to maintain fiscal constraint of the LRP. In 2013, the Pennsylvania legislature passed Act 89 (Comprehensive Transportation Funding Act) which provided additional funding for transportation projects in the state. DVRPC staff began working with the Pennsylvania Subcommittee of the RTC to determine how this new funding would impact the LRP and amend regionally significant projects in the LRP to reflect this new source of funding. The New Jersey and Pennsylvania TIPs for the DVRPC region are updated every other year, in alternate years. Work began in November 2013 on the development of the FY 2015-2018 TIP for Pennsylvania. The Pennsylvania Subcommittee of the RTC, under the direction of the DVRPC staff, has been working on a draft TIP that meets the requirements of the federal laws and regulations, including those concerning financial constraint, air quality, plan consistency, and environmental justice. DVRPC plans to adopt the FY 2015 TIP no later than the July Board meeting so that the state can submit their 2015 Statewide Transportation Improvement Program (STIP) to the federal agencies for review and approval before the end of the federal fiscal year.

DVRPC has worked closely with the Transportation Conformity Interagency Consultation Group (TCICG) to ensure that the region has addressed the set of regulations issued by US DOT and US EPA concerning the impact of the TIP on air quality. The regulations prescribe specific emissions analyses and procedures to be performed, which DVRPC has employed under the guidance of the TCICG. The final conformity rule promulgated by US EPA (40 CFR 51 and 93) requires that the LRP or TIP must not cause new air quality violations, worsen existing violations, or delay timely attainment of federal standards. Unless it is determined that the LRP and TIP “conform” to the Clean Air Act requirements and other applicable state air quality goals as embodied in each of the state implementation plans, US DOT cannot fund, authorize, or otherwise approve transportation programs or projects.

The Amendments to the Connections 2040 LRP, Draft FY 2015 TIP for Pennsylvania and the draft conformity documents will be available for public review during June and July 2014. Staff will review and respond to the comments received, and the RTC will prepare recommendations to the Board for adoption of the final amendments to the Connections 2040 LRP, FY 2015 TIP for Pennsylvania and the conformity findings for the Connections 2040 Long-Range Plan, FY 2014 TIP for New Jersey, and FY 2015 TIP for Pennsylvania in July 2014.

Favorable recommendation was received from the Regional Technical Committee.

Executive Director Barry Seymour explained that there would be two overlapping 30-day public comment periods. The overlap will occur during June 26, when DVRPC will be hosting a public meeting. The projects that are receiving SPIKE funding and Interstate Management Program funding (previously mentioned) represent significant dollars that are coming to the region although they are not part of the TIP. The I-95 project, for example, will receive over \$600 million in highway funds to advance the project over a four-year period, and the I-95/Turnpike connection project in Bucks County will receive over \$100 million in additional funding through the SPIKE program to advance that project.

Public comments were received from Jeff Taylor of Gloucester County regarding the fact that the TIP under review for New Jersey should be the FY 2015 TIP and not the FY 2014 TIP. A response from DVRPC followed and it was explained that the Fiscal Year 2014 TIP for New Jersey covers FY14, FY15, FY16, and FY17. A public comment was also received from Brian Pugliese of Montgomery County regarding the need for SEPTA, state, regional, and local leaders to bring the restoration of passenger train service to the forefront of regional planning. A response from DVRPC followed.

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

**MOTION** by Mr. Henry, seconded by Ms. Marseglia, that the Board:

Authorize staff to open a minimum 30-day public comment period for the purpose of gathering public and agency comments on amendments to the Connections 2040 Long-Range Plan, the Draft FY 2015-2018 TIP for Pennsylvania and the Draft Conformity Determination of the Connections 2040 Long-Range Plan, FY 2014 TIP for New Jersey and FY 2015 TIP for PA (FY2015-2018); to issue proper public notifications; to publish the draft documents of the amendments to the Connections 2040 Long-Range Plan, FY 2015 TIP for Pennsylvania, and conformity findings on the Internet; to make copies available at certain public libraries; and to hold public meetings.

## **DISCUSSION ITEMS**

### **5. Appointment of Nominating Committee for Fiscal Year 2015 DVRPC Board Officers**

Nominations were stated for the Fiscal Year 2015 DVRPC Board Officers from the designated Nominating Committee. No nominations were taken from the floor.

Elections will take place at the regular June Board meeting (June 26, 2014).  
The nominated candidates are:

Chair: Leslie Richards (Alternate, Jody Holton, Montgomery County Commissioner)  
Vice Chair: James Simpson (Alternate, Dave Kuhn), NJDOT Commissioner  
Secretary: Dana Redd (Alternate, Edward Williams), Camden City Mayor  
Treasurer: Ron Henry (Alternate, TBD), Pennsylvania Governor's Appointee

## **DISCUSSION ITEMS**

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

Lou Millan, NJ Transit, reported that NJ Transit is in the beginning stages of looking at current and future transit functions in the city of Camden. NJ Transit will be reaching out to stakeholders to engage in planning coordination.

Byron Comati, SEPTA, reported that SEPTA just held a SEPTA Safety Awareness Day yesterday in which management engaged with and handed out literature to the public regarding safety issues. Additionally SEPTA's Strategic Business Plan was unveiled on Tuesday. It is in the development phase and comments are being accepted on the plan until June 20. SEPTA's underground concourses in Philadelphia will now become its responsibility as it has taken over management of the areas from the city. SEPTA will

manage construction projects on mostly small projects on the concourses such as lighting treatments and applications for better use.

Calvin Edghill, FHWA, NJ, reported that performance rules have been issued by the OMB in a document called the Combined Circular (2CFR200) on Uniform Administrative Requirements and Audit Provisions to address improper payments and to come up with uniform requirements for reporting. Additionally it addresses performance management for construction and non-construction activities. Mr. Edghill noted that he would like to get on the agenda for a discussion with NJDOT and the MPOs to discuss this. The new performance measures are a three-year effort and they will be effective as of January 1, 2015 so it is important that there is an understanding about the rules. This impacts the federal grantor agencies, grantees, and sub-recipients of federal aid.

Catherine Thurston, PA Governor's Policy and Planning Office, introduced herself to the Board.

Jim Ritzman, PennDOT, reported that Act 89 funding would be bringing many new projects to the region over the next five years. In addition, the Multimodal Fund will lead to a lot of work and projects moving forward.

James Simpson, NJDOT, reported that he is stepping down from his position as Commissioner of the New Jersey Department of Transportation and that his last day is June 6. Commissioner Simpson expressed that it has been a great experience serving as Commissioner of the NJDOT and Chair of DVRPC. He noted that what goes on in the Philadelphia region is very important and that through DVRPC he has gained essential knowledge of the activities taking place in the nine counties. The Commissioner reported that he is going to work in the private sector after his term with the NJDOT has concluded. Mr. Simpson thanked DVRPC and its staff for its guidance.

Barry Seymour, DVRPC, thanked Commissioner Simpson for his commitment and leadership of the DVRPC Board. Mr. Seymour noted that Board member, Rina Cutler (City of Philadelphia), is going to be honored on June 9 for the Good Scout Award.

Leslie Richards, Montgomery County, thanked Commissioner Simpson for his work and wished him well going forward. Ms. Richards reported that the Greater Valley Forge TMA meeting took place and at the meeting, the legislators and senators that voted for Act 89 were recognized. Additionally, Montgomery County kicked off a \$133 million Schuylkill River Complex corridor-crossing project. There are four projects, which also includes a pedestrian walkway that goes into Valley Forge National Historic Park and will help ease congestion on 422 over the Schuylkill River. Ms. Richards also noted that yesterday was the rescheduled bike to work day.

Lou Cappelli, Camden County, thanked the Commissioner for his work and wished him well in his future endeavors. Mr. Cappelli reported that Camden County has just opened the southern region of the regional sewer authority. This will open up the last undeveloped portions of Camden County for development.

Diane Marseglia, Bucks County, thanked the Commissioner for his service and wished him well. Ms. Marseglia thanked the state and SEPTA and noted that the county just kicked off the construction of the new Levittown Train Station.

John McBlain, Delaware County, thanked the Commissioner for his work and wished him well going forward. Mr. McBlain noted that Delaware County, Philadelphia, and Tinicum Township reached an agreement on the expansion of Philadelphia International Airport. The capacity enhancement project is now moving forward.

Ronald Bailey, Chester County, reported that the Philadelphia region used to be dominant in airport technology. A few years ago, Sikorsky Aircraft purchased a facility in Chester County. This week they announced that they have won an award for the construction of the Marine 1 helicopter for the President. There will be a fleet of 44 aircraft and the initial \$1.5 billion will be for the first six aircraft. The plant is located outside of Coatesville and the work will have positive ramifications for suppliers in the region. Additionally, the Coatesville Amtrak station's private lands are now all a part of the Redevelopment Authority. The final demolition is underway for the remaining structures to make the site ready for the construction for the new station. Chester County celebrated the official opening of the next segment of the Chester Valley Trail. Work is underway for the third phase and will be opening at the end of the summer.

Carol Ann Thomas, Burlington County, thanked the Commissioner for his work and for the improvements he has helped to move forward in Burlington County.

Rick Westergaard, Gloucester County, thanked Commissioner Simpson for his work and wished him well.

Donna Lewis, Mercer County, thanked Commissioner Simpson for his work and his support of the Trenton-Mercer airport.

Edward Williams, City of Camden, thanked the Commissioner for his work and wished him well.

Lisa Worden, PA DCED, reported that the NAP program (neighborhood assistance tax credit program) is now open and the program closes on June 13. There is a new component to the program, which is a tax credit for veterans.



## **Presentations**

### **7. Trenton250 Master Plan**

Jeffrey Wilkerson, Principal Planner for the City of Trenton, and Adam Tecza, Planner of Group Melvin Design, presented the recently completed City Profile Report, the first step in the preparation of the City's Master Plan, as well as an overview of the Plan's elements and public engagement strategy.

Ms. Richards, Montgomery County, noted that the use of social media for the plan is great.

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

#### **a. FY15 Planning Work Program**

Mr. Seymour called the Board's attention to the FY15 Planning Work Program, which could be found under their Board folders.

#### **b. Atlanta Region Visit to Philadelphia**

Mr. Seymour reported that the Atlanta region had organized a Regional Leaders trip and a group of about 100 business leaders, elected officials, and others were in and around Philadelphia from May 7-9. DVRPC organized a trip to Collingswood and Haddon Heights for the group. SEPTA, PennDOT, DVRPC, and others participated in the sessions.

#### **c. Rail Users Network Conference**

Mr. Seymour called the Board's attention to the Rail Users Network, a national organization of different communities that is working with their transit agencies on promoting transit service and smart development around transit service. The SEPTA Citizen Advisory Committee worked with the organization for the event at DVRPC on May 2.

#### **d. Delaware Valley Smart Growth Alliance Event**

Mr. Seymour noted that the Delaware Valley Smart Growth Alliance Event: Smart Growth Exemplified: Where Colleges Meet Communities, is taking place on June 4 from 8:00 am to 11:30 am at PECO, Energy Hall on Market

Street in Philadelphia. A panel of experts will discuss recent expansions at local colleges; future expansion and construction plans; market issues for colleges that are incorporating retail shops, restaurants, research facilities, and private housing; how colleges are appealing to a new generation of students; interaction of colleges with their local neighborhood; and impacts on the broader community. Panelists include representatives of Temple, Rowan, Drexel, University of Pennsylvania, the Chestnut Hill community, and Radnor Township. He encouraged Board members to attend.

e. Strategies for Older Suburbs Forum

Mr. Seymour reported that a Strategies for Older Suburbs Forum focusing on Communicating with your Constituents: Effective Municipal Website and Social Media Tactics will be taking place on June 9 from 9:30 am to 11:30 am at DVRPC. He encouraged Board members to attend.

f. Pennsylvania Safety Symposium

Mr. Seymour announced that the Pennsylvania Safety Symposium would be taking place on June 10 from 10:00 am to 3:30 pm at the State Museum of Pennsylvania in Harrisburg. The Keynote address will be given by Governor Tom Corbett, and Secretary Schoch will be in attendance as well. He noted that more information on the Symposium is in the Board folders.

g. Performance Measures

Mr. Seymour noted that FHWA's Performance Measures Workshop took place at DVRPC on April 30 and May 1. Pennsylvania, New Jersey, and Delaware, as well as the state DOTs and MPOs participated. DVRPC will have to respond to these measures with the Long-Range Plan and the workshop helped to inform the direction things are going.

h. CMP Supplemental Commitments

Mr. Seymour explained that CMP supplemental commitments are required where there is capacity expansion on roadways and there needs to be offsetting mitigation actions. There are two new projects that require CMP commitments. One of the projects is on North Delaware Avenue in Philadelphia. A new river road will be constructed along the riverfront to serve new planned residential development. The CMP commitments for that area are amenities for bicycles and pedestrians on the road and along the parallel North Delaware Avenue Greenway Trail. The road will also serve as an alternate

route for local truck traffic accessing I-95 from nearby industrial and commercial business. The second project, at the intersection of US 202 and US 1, completes the loop roads on the southwest corner of this intersection, connecting Hillman Drive to Painters Crossing/Brandywine Drive in the southwest quadrant. The CMP commitments for this project include sidewalks and crosswalks, enhanced bus stop areas in consultation with SEPTA, and bike lanes or paved shoulders.

i. Board Policy Analysis Committee meeting

Mr. Seymour noted that the Board Policy Analysis Committee took place on May 5 from 10 a.m. to 12:00 p.m. Discussion included Long-Range Plan amendments, performance measures, economic development ideas, new staff projects, and DVRPC's 50<sup>th</sup> Anniversary celebration.

j. Delaware Valley vs Greater Philadelphia

Mr. Seymour asked Board members their thoughts on how the Commission brands itself and whether there is a strong preference for using "Greater Philadelphia" or "Delaware Valley." Mr. Seymour noted that many tourism organizations and economic development organizations in the region use "Greater Philadelphia" and that he was asked to gather Board feedback. Donna Lewis, Mercer County, expressed that she does not feel that "Greater Philadelphia" applies to Mercer County and that out of 12 towns in the county only four are on the Delaware River. Jeffrey Wilkerson, Trenton City, responded to Ms. Lewis in agreement.

## **9. Committee Reports**

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

(1) Regional Technical Committee

John Ward, DVRPC's Deputy Planning Director, reported that at the last RTC meeting a presentation from PennDOT was given regarding the Multimodal Fund. Many questions were answered at the presentation and a lot of good information was expressed.

(2) Environmental Justice Work Group

Jane Meconi, DVRPC's Public Involvement Manager, reported that at the last meeting, the Environmental Justice Work Group discussed Environmental Justice

and Scenario Planning and the group enjoyed a presentation from DVRPC's Brett Fusco.

(3) Public Participation Task Force

Jane Meconi, DVRPC's Public Involvement Manager, reported that the PPTF discussed regional poverty and inequality. The group heard a presentation from Paul Jargowsky, Ph.D., a Professor of Public Policy at Rutgers-Camden and Director of Rutgers' Center for Urban Research and Urban Education.

**OLD BUSINESS**

No old business was stated.

**NEW BUSINESS**

No new business was stated.

There being no further business, the meeting was adjourned at 11:47 a.m. on a **MOTION** by Ms. Cutler, seconded by Mr. Ritzman.

The Delaware Valley Regional Planning Commission (DVRPC) fully complies with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice, and related nondiscrimination statutes and regulations in all programs and activities. DVRPC's website, [www.dvrpc.org](http://www.dvrpc.org), may be translated into multiple languages. Publications and other public documents can be made available in alternative languages and formats, if requested. DVRPC public meetings are always held in ADA-accessible facilities and in transit-accessible locations when possible. Auxiliary services can be provided to individuals who submit a request at least seven days prior to a meeting. Requests made within seven days will be accommodated to the greatest extent possible. Any person who believes they have been aggrieved by an unlawful discriminatory practice by DVRPC under Title VI has a right to file a formal complaint. Any such complaint may be in writing and filed with DVRPC's Title VI Compliance Manager and/or the appropriate state or federal agency within 180 days of the alleged discriminatory occurrence. For more information on DVRPC's Title VI program, or to obtain a Title VI Complaint Form, please call (215) 238-2871 or email [public\\_affairs@dvrpc.org](mailto:public_affairs@dvrpc.org).

I certify that this is a true and correct copy.

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Renee Wise, Recording Secretary

Motorists who drive through intersections on red lights increase the odds that they will cause a crash and injure/kill anyone (pedestrians, cyclists and motorists) involved.

“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. “

ARLE program “teaches” motorists that they will be punished for going through red lights and is therefore a deterrent to scofflaws.

“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.”

Unfortunately of the three eligible activities:

- (1) roadway enhancement<sup>1</sup>
- (2) safety<sup>2</sup>
- (3) congestion

congestion is the most problematic (see footnotes about roadway enhancements and safety projects) because it is fixing the “symptoms” not the upstream cause of congestion inadequate transit/pedestrian/bicycle infrastructure (see analysis below).

Of the 17 projects (#13 and #14, copied below) only two will directly benefit pedestrians and cyclists.

13) Traffic Calming Program (MPMS #102279), City of Philadelphia - \$1,000,000 (\$400,000 for Final Design/ \$600,000 for Construction)

Funds will be used for the design and construction of traffic calming measures at approximately 15 to 25 locations throughout the City of Philadelphia.

14) Broad Street Pedestrian Crossing Improvements (MPMS #102280), City of Philadelphia - \$1,200,000 (\$400,000 Final Design/ \$800,000 Construction)

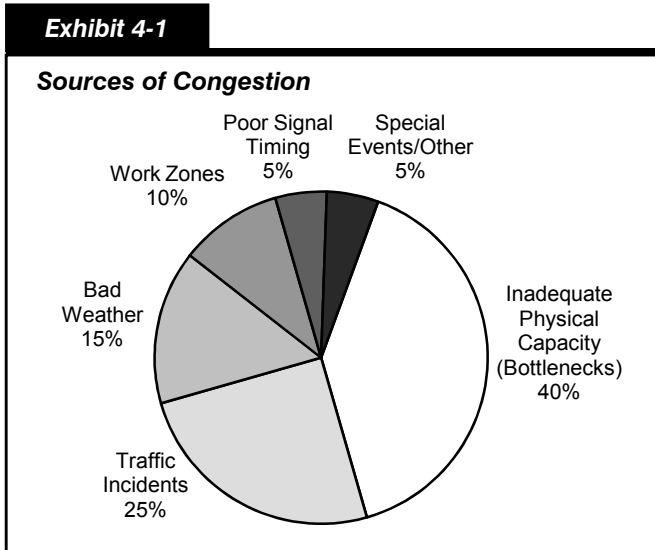
Funds will be used for the design and construction of brick crosswalk replacement at two signalized intersections and pavement marking upgrades at crosswalks on South Broad Street in Philadelphia.

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<sup>1</sup> “enhancement” funding often is awarded to pedestrian/bicycle/transit facilities and infrastructure; “enhancement” implies that the infrastructure is an “extra” that will further improve the quality of pedestrian and bicycle infrastructure. It clouds the fact that pedestrian and bicycle infrastructure along many roads in the DVRPC region are poor (sometimes abysmal)

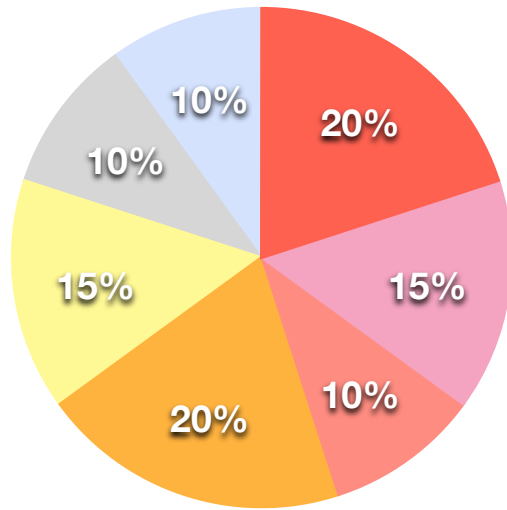
<sup>2</sup> Some safety projects are for the benefit of motorists only.

Unfortunately, congestion is often analyzed in an over simplistic way as is done in FHWA's piechart of congestion sources [2010 Status of the Nation's Highways, Bridges, and Transit: Conditions & Performance Report to Congress]. This piechart suggests that congestion is caused primarily by: inadequate physical capacity, 40% of the time, and events that "limit the availability of this capacity" such as traffic incidents, bad weather, and construction, 55% of the time. Poor signal timing is blamed for 5% of congestion.



Source: Federal Highway Administration.

This analysis does not consider the impact of missing and/or inadequate transit service, transit travel information and facilities, pedestrian and bicycle infrastructure and the impact of events e.g. bad weather, on transit/biking/walking travel decisions. I have created a piechart, below, with some reasons why people choose to drive instead of using transit, walking or biking. (Percentages are used for illustrative purposes only and not based on information from a specific transportation study). Congestion will occur downstream of travel decision points when too many people choose to drive instead of using transit, walking or biking, and are traveling in the same general direction at the same time.



- inadequate transit service
- missing/deficient transit travel information en route
- low quality transit stop/station facilities
- missing/substandard sidewalks
- missing/substandard crosswalks
- missing/substandard bicycle lanes or shoulders
- missing/inconvenient transit connections