

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

BOARD COMMITTEE

Minutes of Meeting of February 23, 2012

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

Membership Present

New Jersey Department of Community Affairs
New Jersey Department of Transportation
Pennsylvania Department of Transportation
New Jersey Governor's Appointee
Pennsylvania Governor's Appointee
Pennsylvania Governor's Policy & Planning Office
Bucks County
Chester County

Delaware County

Montgomery County

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

Non-Voting Members

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

Representative

Joyce Paul
David Kuhn
James Mosca
(not represented)
Ronald Henry
Bryan Kendro
Lynn Bush
Terence Farrell
Ronald Bailey
John McBlain
John Pickett
Leslie Richards
Kenneth Klothen
Steve Nelson
Carol Thomas
Andrew Levecchia
Richard Westergaard
Matthew Lawson
Whitney White
Steve Buckley
Edward Williams
Jeffrey Wilkerson

Sandra Brillhart
Camille Otto

(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	Richard Roberts
	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	John Rink
Pennsylvania Department of Community and Economic Development	(not represented)
New Jersey Office for Planning Advocacy	Katherine Meade

DVRPC Co-Counsel

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

DVRPC Staff: Barry J. Seymour, Donald Shanis, Richard Bickel, Charles Dougherty, Tom McGovern, John Ward, Elizabeth Schoonmaker, Karen Cilurso, Joseph Hacker, Zoe Neaderland, Robert Graff, Mary Bell, John Griffies, Candace Snyder, and Jean McKinney.

Guests

Pennsylvania Department of Transportation (Dist. 6)	Linda Guarini
Delaware River Joint Toll Bridge Commission	Glenn Reibman
Cross County Connection TMA	William Ragozine
PlanPhilly	Anthony Campisi
Residents for Regional Traffic Solutions, Inc.	Sue Herman
Citizen of Cheltenham Township	Bridget Chadwick
Citizen, City of Philadelphia	Aissia Richardson
Citizen, Bucks County	Jerry Lutin

Call to Order - Chair's Comments

Andrew Levecchia, alternate to the Chair, called the meeting to order at 10:04 a.m.

Mr. Levecchia welcomed County Councilman John P. McBlain, the new Board representative for Delaware County.

Public Comments on Non-Agenda Items

Bridget Chadwick, resident of Cheltenham Township, provided general comments related to the TIP.

Action Items

1. Minutes of Meeting of January 26, 2012

On a Motion by Mr. Kuhn, seconded by Mr. Henry, the minutes of January 26, 2012 were approved as distributed.

2. Transportation Improvement Program (TIP) Action

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

a. PA11-59: Route 13/Bristol Pike, PA 413 to Levittown Parkway Restoration (MPMS #47392), Bucks County

PennDOT has requested that DVRPC modify the FY2011-2014 TIP for Pennsylvania by increasing the FY12 final design phase (\$700,000 STP), increasing the FY12 utilities phase (\$2,600,000 NHS), and increasing the FY12 and FY13 construction phases (FY12 \$3,821,000 STU/FY13 \$2,375,000 STU) of the Route 13/Bristol Pike, PA 413 to Levittown Parkway Restoration project (MPMS #47392) for a total project cost increase of \$9,496,000. Additional funding is required to meet the current estimates for final design work, utility work, construction and construction inspection service associated with the project, new FHWA requirements to perform subsurface utility engineering (SUE), installation of fiber optic communications cable, and to account for inflation due to project delays.

The project improvements include restoration of the pavement through reconstruction or resurfacing, replacement of existing storm drainage facilities, and modernization of the existing traffic signals and guide rail. A 2002 DVRPC Transportation and Community Development Initiative (TCDI) award helped to fund a study with recommendations for a better context sensitive design for land use and roadway improvements. Traffic calming measures and context sensitive features proposed in the US Route 13 Revitalization Plan that are being incorporated into the project include addition of a wider center median for

the entire project, new curbs and sidewalks for the majority of the project length, elimination of some jug handles, addition of left turn lanes at the signalized intersections, reduction of the existing six lane section from the PA Turnpike to the Levittown Parkway to four lanes, reduction of the existing posted speed limit in the section from the Pennsylvania Turnpike to the Levittown Parkway, and accommodations for possible future on-street parking for the entire project.

Financial constraint will be maintained by making adjustments to other existing TIP projects whose schedules or costs have changed and the TIP's conformity finding will not be impacted by this modification since this project was included in the regional air quality conformity analysis.

b. PA11-60: All-Weather Pavement Markings 2012 (MPMS #94964), Various Counties

PennDOT has requested that DVRPC amend the FY2011-2014 TIP for Pennsylvania by adding a new project to the TIP: All-Weather Pavement

Markings 2012 (MPMS #94964). Funding for this project is provided through the Statewide All Weather Pavement Marker Reserve Line Item (MPMS #59781). These are additional funds to the region. The total amount for this project is \$400,000 STP for construction in FY12.

Between 2001 and 2009, PennDOT was legislatively mandated to spend at least \$4 million per year for the installation and maintenance of all-weather pavement markings on Interstate highways and other State roadways as determined by PennDOT. Since 2010 there has been no language in the budget regarding the All-Weather Pavement Markings Program. The All-Weather Pavement Markings Program is included on the 2011-2014 Statewide TIP at \$4 million per year. The Bureau of Highway Safety & Traffic Engineering and the Districts desire to continue the All-Weather Pavement Markings program with an emphasis on a "maintenance first" policy that replaces missing, damaged, or ineffective lenses. Consideration of new All-Weather Pavement Markings locations will be based on the following prioritized areas: gaps on Interstates and freeways, bridge decks greater than 200 feet (where approaches have existing RPMs), median barriers in narrow medians on the National Highway System, crash cluster areas (State-designated highways), severe fog areas, areas with low visibility at night, low visibility at night on turns, lane delineation on roads, areas that have traffic safety issues at night, high traffic areas and other locations determined by PennDOT District 6-0. This

project will entail furnishing and installation of snowplowable raised pavement markers, including a holder with a reflector unit of the type indicated, or permanent wet-reflective tape at various site locations on Highways and Ramps in Bucks, Chester, Delaware, Montgomery and Philadelphia counties.

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

Favorable recommendation was received from the Planning Coordinating Committee/Regional Transportation Committee (PCC/RTC) that the Board approve TIP Actions PA11-59 and PA11-60.

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

MOTION by Ms. Bush, seconded by Mr. Mosca, that the Board approve the following TIP actions:

- (1) PA11-59, PennDOT's request to modify the FY2011-2014 TIP for Pennsylvania by increasing the FY12 final design phase (\$700,000 STP), increasing the FY12 utilities phase (\$2,600,000 NHS), and increasing the FY12 and FY13 construction phases (FY12 \$3,821,000 STU/FY13 \$2,375,000 STU) of the Route 13/Bristol Pike, PA 413 to Levittown Parkway Restoration project (MPMS# 47392) for a total project increase of \$9,496,000; and
- (2) PA11-60, PennDOT's request to amend the FY2011-2014 TIP for Pennsylvania by adding a new project to the TIP: All-Weather Pavement Markings 2012 (MPMS# 94964). Funding for this project is provided through the Statewide All Weather Pavement Marker Reserve Line Item (MPMS# 59781). These are additional funds to the region. The total amount for this project is \$400,000 STP for construction in FY12.

c. PA11-61: State of Good Repair (MPMS #77180), SEPTA

SEPTA has requested that DVRPC amend the FY2011-2014 TIP for Pennsylvania by increasing the scope of a project in the TIP, State of Good Repair (MPMS #77180), to include the Norristown High Speed Line 69th Street Platform project, and to increase the Capital phase of State of Good Repair (MPMS #77180) by \$541,000 (\$432,000 Section 5309/\$105,000 1514 Bond/\$4,000 Local) in FY12. These funds will be used for the reconstruction of the 69th Street Platform on the Norristown High Speed Line which has a total

cost of \$1,500,000. \$959,000 in funding currently programmed for the Frankford & Elmwood Fire Suppression project in MPMS #77180 State of Good Repair will be reallocated to the Norristown High Speed Line 69th Street project in order to address the entire project cost. The Frankford & Elmwood Fire Suppression project is being funded through surplus grant funding in prior fiscal years.

SEPTA's 69th Street Transportation Center in Upper Darby is a major intermodal hub where passengers can board or transfer between the Market Frankford Line, the Norristown High Speed Line, the Media Sharon Hill trolley lines, and many bus routes. The Norristown High Speed Line connects the 69th Street and Norristown Transportation Centers. At 69th Street, the platforms are located on the west side of the Terminal. Approximately 4,360 passengers board the Norristown High Speed Line at 69th Street every day. The platforms at the 69th Street Terminal date to the 1960's. Although SEPTA performs routine maintenance at the station, the platforms have exceeded their useful life. This project will provide for the replacement/reconstruction of the two island platforms, one outside platform and the head platform along with the associated support walls and foundations for the Norristown High Speed Line's 69th Street Terminal Station. The work will progress in a phased manner to maintain service and is anticipated to be complete in mid-2013.

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

d. PA11-62: System Improvements (MPMS #60557), SEPTA

SEPTA has requested that DVRPC amend the FY2011-2014 TIP for Pennsylvania by increasing the scope of a project in the TIP, System Improvements (MPMS #60557), to include the Girard Avenue Route 15 Trolley Trackage and Wire Relocation project and increasing the FY12 Capital phase by \$2,690,000. This project is a component of PennDOT's I-95 Richmond Street Relocation Project. Funds in SEPTA's MPMS #60557 are also being increased due to an updated cost estimate of the Route 13 Chester Avenue project, located in System Improvements (MPMS #60557), as an administrative action resulting in a total increase of \$4,866,000 (\$3,275,000 Section 5309/\$618,000 Section 5307/\$942,000 1514 Bond/ \$31,000 Local) for the System Improvements (MPMS# 60557) project.

As part of PennDOT's I-95 Girard Avenue Interchange project (MPMS #79686), Richmond Street will be relocated approximately 50 yards east between Girard Avenue and Ann Street, in the City of Philadelphia. The relocation of Richmond Street will also require the relocation of SEPTA's Route 15 trolley street trackage and trolley wire system. The Route 15 trolley relocation will occur on Richmond Street from Ann Street to and including Girard Avenue Bridge. SEPTA has committed to provide \$2.69 million for this project, so funds are being added to provide for that commitment.

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

Favorable recommendation was received from the PCC/RTC that the Board approve TIP Actions PA11-61 and PA11-62.

A public comment was received for TIP Action PA11-62 questioning the increase in cost for this project and which elected officials outside of the DVRPC Board members support this spending increase.

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

MOTION by Mr. Mosca, seconded by Mr. Buckley, that the Board approve the following TIP Actions:

- (1) PA11-61, SEPTA's request to amend the FY2011-2014 TIP for Pennsylvania by increasing the scope of a project in the TIP, State of Good Repair (MPMS #77180), to include the Norristown High Speed Line 69th Street Platform project, and to increase the Capital phase of State of Good Repair (MPMS #77180) by \$541,000 (\$432,000 Section 5309/\$105,000 1514 Bond/\$4,000 Local) in FY12.
- (2) PA11-62, SEPTA's request to amend the FY2011-2014 TIP for Pennsylvania by increasing the scope of a project in the TIP, System Improvements (MPMS #60557), to include the Girard Avenue Route 15 Trolley Trackage and Wire Relocation project and increasing the FY12 Capital phase by \$2,690,000. This project is a component of PennDOT's I-95 Richmond Street Relocation Project. Funds in SEPTA's MPMS# 60557 are also being increased due to an updated cost estimate of the Route 13 Chester Avenue project, located in System Improvements (MPMS #60557), as an administrative action resulting in a total increase of \$4,866,000 (\$3,275,000 Section

5309/\$618,000 Section 5307/\$942,000 1514 Bond/ \$31,000 Local)
for the System Improvements (MPMS #60557) project.

e. **NJ12-09: Small Special Services Program (DB #T120), NJ TRANSIT**

NJ TRANSIT has requested that DVRPC amend the FY2012-2015 TIP for New Jersey by increasing the scope of the Small Special Services Program (DB #T120) by adding a new project, the 655 Bus Route, by drawing down \$600,000 FY12 CMAQ funds from the Local CMAQ Initiatives program (DB #X065). Funds would be used for three years of start-up operating assistance for the new 655 Bus Route at \$200,000 per year. These FY12 funds will be used for operating assistance in FY12, FY13, and FY14, and will be flexed (transferred) from FHWA to FTA using all FY12 CMAQ funds.

This bus route was developed as an early action item of the Route 1 Bus Rapid Transit Study. The new route will link Princeton in Mercer County with Plainsboro Township in Middlesex County. The route will serve the new Princeton Medical Center, which is being relocated from Downtown Princeton to Plainsboro in May 2012. It also will serve residential and employment areas along the route, as well as the Princeton University Arts District and the Princeton Rail Station. The 655 bus route is estimated to carry 640 passenger trips on an average weekday, with 162,900 annual trips after the first year.

Operation for the 655 bus route will be funded through a proposed partnership involving two of the Metropolitan Planning Organizations (DVRPC and NJTPA), Middlesex and Mercer Counties, private sector partners, and NJ TRANSIT. The annual cost to operate the service is estimated to be \$717,240, of which, \$166,573 (23.2%) per year will be covered by fares. The remainder will be covered by the funding partners. NJ TRANSIT is requesting that the MPO partners contribute CMAQ funding towards their respective shares of operating expenses. DVRPC's share is \$200,000 (27.9%) per year, or \$600,000 over the three year life of the CMAQ funding. NJTPA's share is \$213,000 (29.7%) or \$639,000 over the three year life of the CMAQ funding. Private sector funding's share is \$130,000 (18.1%) or \$390,000 over the three year life of the CMAQ funding. Middlesex and Mercer Counties' share is \$7,667 (1.1%) or \$23,000 over the three year life of the CMAQ funding. County funding will be split equally between Middlesex and Mercer Counties. NJ TRANSIT shall contribute two buses towards the operation.

Financial constraint will be maintained as this amendment uses available CMAQ funds from the DVRPC Local CMAQ Initiatives Line Item, DB #X065

and the TIP's current conformity finding will not be impacted by this amendment since this project is exempt from the regional air quality conformity analysis.

Favorable recommendation was received from the PCC/RTC that the Board approve TIP NJ12-09.

A public comment was received asking for information on projected ridership estimates and cost recovery data for this project and a list of non-DVRPC Board members who support this spending measure.

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

MOTION by Mr. Lawson, seconded by Mr. Kuhn, that the Board approve TIP action NJ12-09, NJ TRANSIT's request to amend the FY2012-2015 TIP for New Jersey by increasing the scope of the Small Special Services Program (DB #T120) by adding a new project: the 655 Bus Route by drawing down \$600,000 FY12 CMAQ funds from the Local CMAQ Initiatives program (DB #X065). Funds would be used for three years of start-up operating assistance for the new 655 Bus Route at \$200,000 per year. These FY12 funds will be used for operating assistance in FY12, FY13, and FY14, and will be flexed (transferred) from FHWA to FTA using all FY12 CMAQ funds.

3. **FY 2012 Project Selection for the New Jersey Transportation and Community Development Initiative (TCDI) Program**

Karen Cilurso, DVRPC Senior Planner, Office of Smart Growth, explained to the Board that the Transportation and Community Development Initiative (TCDI) was created by the Delaware Valley Regional Planning Commission (DVRPC) in 2002 to support local development and redevelopment efforts in the individual municipalities of the Delaware Valley that implement municipal, county, state, and regional planning objectives. While the region continues to grow and prosper, there are still communities that face ongoing challenges and have lagged behind.

TCDI provides a mechanism for these municipalities to undertake locally-directed actions to improve their communities, which in turn implements their local and county comprehensive plans and supports the goals and vision of the regional plan. Pennsylvania and New Jersey, as well as a number of counties within the region, have programs now underway to support community revitalization. The regional Transportation and Community Development Initiative seeks to support and leverage those programs, by providing funding of up to \$150,000 in selected municipalities to undertake planning, analysis or design initiatives for projects or

programs which enhance development or redevelopment and improve the efficiency or enhance the regional transportation system. To date, over 130 planning projects have been funded in all nine counties to support local revitalization efforts. A significant number of those projects have since leveraged additional public or private investment to implement the recommendations of those plans.

For FY2012, 28 new project applications were received for New Jersey TCDI funding. The funding requests totaled \$1.6 million. The New Jersey TCDI Review Committee representing the DVRPC counties, state agencies, non-profit organizations, and academic representatives reviewed the projects and selected funding priorities for the FY 2012 round. The final list of recommended projects was distributed to the Board.

Funding for Round 8/9 (FY 2012) program funding includes \$1 million FY 2012 federal highway funds from the New Jersey TIP with \$250,000 local match from the communities; \$75,000 federal highway funds annually from the New Jersey TIP for program administration.

Favorable recommendation was received from the PCC/RTC that the Board approve the list of recommended FY 2012 New Jersey TCDI Projects.

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

MOTION by Mr. Williams, seconded by Ms. Paul, that the Board approve the list of recommended FY 2012 New Jersey TCDI projects and authorize the Executive Director to enter into a contract with each selected community to undertake the project in accordance with the scope of work and budget.

4. FY 2013 Pennsylvania New Freedom and Job Access and Reverse Commute Grant Program – Project Recommendations and TIP Commitment

Joseph Hacker, DVRPC Manager, Office of Transit, Bicycle, and Pedestrian Planning, explained to the Board that under SAFETEA-LU regulations, the New Freedom (FREE) and Job Access and Reverse Commute (JARC) grant programs are a component of a Coordinated Human Services Transportation Planning (CHSTP) process. The Southeastern Pennsylvania Transportation Authority (SEPTA) is the Governor's designated recipient for the FREE and JARC programs. Local non-profit agencies, municipalities, as well as other transportation providers

are eligible sub-recipients. SEPTA will work with all potential sub-recipients to develop full applications to the Federal Transit Administration (FTA).

FTA regulations require Metropolitan Planning Organizations (MPOs) to conduct a “fair and equitable” selection process consistent with the adopted regional Coordinated Human Services Transportation Plan. This includes plan updates, outreach, ranking and recommendation of project applicants, and adding projects to the regional Transportation Improvement Program (TIP), pending grant approvals. Rating criteria include objectives from the Pennsylvania Department of Transportation (PennDOT) uniform state-wide application, and regional priorities including additional external funding (sustainability) and cost per user. The selected projects (distributed to the Board) are programmed for a two year span and listed in ranked order to accommodate changes in funding levels. The New Freedom grant program funds additional tools for disabled individuals seeking integration into the work force and society. Typically, this is infrastructure beyond ADA requirements or travel training. The FY13 New Freedom Program, which is allocated by federal formula, provides \$1,322,290 of FTA funds. PennDOT is providing matching funds of \$319,323 for a total southeastern Pennsylvania FREE program of \$1,641,613. This is the first year for this recommended list of FREE projects.

The JARC Grant Program funds transportation services and supportive activities that facilitate access to jobs for welfare recipients and lower income persons, as well as reverse commute trips for the general population. The FY13 JARC Program, which is allocated by a federal formula, provides \$2,151,704 of FTA funds. PennDOT is providing overmatching funds of \$4,258,741 for a total Southeastern Pennsylvania JARC program of \$6,410,445. This is the second year for the recommended list of JARC projects originally approved in FY11.

Following project solicitation in October 2011, DVRPC received six FREE sub-recipient applications. Staff reviewed the materials, added match and cost-per-user scores, and then forwarded the submissions to the Pennsylvania selection sub-committee, established by the Board for previous rounds of the CHSTP program, for their review. The selection committee met on January 18, 2012 and recommends five FREE applications to be forwarded to PennDOT.

Additionally, the previously recommended FY11 JARC applications were confirmed for FY13 and will also be forwarded to PennDOT. The committee recommends that the selected FREE and JARC projects (list distributed to the Board) be funded for FY 2013.

Favorable recommendation was received from the PCC/RTC that the Board approve the recommendations for New Freedom and JACR project funding.

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

MOTION by Mr. Kendro, seconded by Councilman McBlain, that the Board approves:

1. The recommendations for New Freedom and JARC project funding;
2. TIP Action PA11-63, DVRPC's request to modify the FY2011-2014 TIP for Pennsylvania by programming the following: \$6,410,445 (FY13 \$2,151,704 JARC/\$4,258,741 Section 1516) for JARC projects, and \$1,641,613 (FY13 \$1,322,290 FREE/\$319,323 Section 1516) for New Freedom projects; and
3. Should additional funding become available, every effort will be made to fund additional JARC projects.

5. One Minute Reports

Board Members and alternates were invited to provide updates on the activities of their counties/agencies.

John Rink, Port Authority Transit Corporation (PATCO) commented that the EIS portion of the Camden/Glassboro Line has been approved by the PATCO Board. Also the PATCO Quiet Ride Car Program pilot begins March 1, 2012.

Richard Roberts, New Jersey Transit, reported that a public open house is scheduled at Camden County College for discussion on Routes 55, 42, and the 676 transit alternatives analysis.

Katherine Meade, New Jersey Office of Planning Advocacy, reported that hearings are continuing on the Strategic Plan.

David Kuhn, New Jersey Department of Transportation, reported that the FY 2013 Transportation Capital Program should be available shortly.

Ronald Henry, Pennsylvania Governor's Appointee, commented that the February issue of Governing Magazine has a very interesting article entitled: *Restored Streetcars Now Desirable*. The article mentions that SEPTA's effort to bring back the old streetcars has been overwhelmingly favorable.

James Mosca, Pennsylvania Department of Transportation, reported that the Pennsylvania TIP is in the process of updating and discretionary “SPIKE” funding decisions are expected the week of February 27, 2012.

Andrew Levecchia, Camden County, reported that Camden is looking forward to working with the communities awarded the TCDI grants.

Lynn Bush, Bucks County, reported that the focus in the communities in Bucks County awarded TCDI grants is mainly economic development. Ms. Bush also commented on what the impacts might be from Act 13 for oil and gas drilling in Southeastern Pennsylvania. Ms. Bush’s specific concerns were: (1) the passage of an impact fee ordinance; (2) will any funds be obtained from the impact fee; (3) will any funds be obtained from the statewide initiatives; and (4) will zoning ordinances have to be modified.

Commissioner Terence Farrell, Chester County, reported that progress continues on the Coatsville and Paoli Train Stations.

Commissioner Leslie Richards, Montgomery County, thanked Barry Seymour, DVRPC Executive Director, for visiting the county to brief her on DVRPC’s role in the counties.

Councilman John McBlain, Delaware County, commented that a great deal of time has been spent in the county seeking buyers for the oil refineries.

Whitney White, City of Chester, also thanked Mr. Seymour for his help with the transition of the newly appointed officials in the City of Chester.

PRESENTATIONS

6. Scorecard for Rail Travel

Richard T. Roberts, New Jersey Transit (NJTRANSIT) Chief of Capital Planning, presented to the Board a Scorecard for Rail Travel. A great deal of attention is placed on the agency’s accountability of how funds are being spent and how customers are being served.

Mr. Roberts then reviewed the “Scorecard” elements which are broken down into five categories: customer experience; financial performance, corporate accountability; safety and security; and employee excellence.

7. Transportation Safety Planning News

John Ward, DVRPC Associate Director, Planning Division, Intermodal Planning Unit, explained to the Board that the new federal surface transportation legislation, SAFETEA-LU, brought a new enhanced focus on highway traffic safety. In 2004, SAFETEA-LU established highway safety as a core program for the Federal Highway Administration and also required Metropolitan Planning Organizations to include safety planning in the planning programs. Progress has been made. Accidents have dropped from 43,000 in 2004 to 33,000 in 2010. DVRPC's Safety Task Force address many new challenges; such as cell phone use distraction.

Zoe Neaderland, DVRPC Manager, Office of Transportation Safety and Congestion Management, addressed the Board with some specifics the Safety Task Force is achieving. Several reports have been issued and an update of the Safety Action Plan is in progress. A *Recent Safety Products* sheet was distributed to the Board showing the completed reports now available and the reports in progress to be available in the near future.

8. Executive Director's Report

a. Federal Transportation Funding Activities

Mr. Seymour reported that the current Federal Legislation for the Transportation Bill expires at the end of March, 2012. A new Bill is not probable by this deadline; therefore, the present Bill will likely be extended.

Mr. Seymour also mentioned that another round of TIGER Grant funds is now available. DVRPC has been asked to sponsor one of the TIGER applications this year. DVRPC's applications for the grants include the continuation of funding for the Manayunk Bridge, the State Road project in Bensalem, the Haddon Avenue Transit Village Improvements in Camden County, and the Benjamin Franklin Bridge Bicycle Ramp.

b. Board Policy Analysis Committee

A Board Policy Analysis Committee meeting is scheduled for March 16, 2012 at DVRPC. The agenda will include discussions on the Long Range Plan, affordable housing needs, and DVRPC's relationship with the Delaware Valley Smart Growth Alliance. Mr. Seymour urged all Board Members and Alternates to attend.

c. Public Participation Task Force

Mr. Seymour reported that DVRPC has received over 60 applicants for the Citizen-At-Large members. Several Board members have also submitted their nominations for the Task Force. Mr. Seymour urged the Board Members who have not submitted their candidates to please do so as soon as possible. The Citizen-At-Large applications can be distributed to Board members upon request.

Byron Comati, SEPTA, inquired if a non-voting member could also have a copy of the candidates.

Sue Herman, Residents for Regional Traffic Solutions, Inc., also requested a list of the names of the Citizen-At-Large applicants and inquired as to the deadline for submitting applications.

Mr. Seymour responded that the application deadline is March 1, 2012.

d. Delaware Valley Smart Growth Alliance Event

Mr. Seymour reported that on March 30, 2012 the Delaware Valley Smart Growth Alliance is sponsoring an event entitled: *Smart Growth – Why is it so Hard Here*. The location is the PECO Building from 8:00-11:00 a.m. Three developers will be in attendance and discuss the challenges of development of the following properties: McGarrity Ford property in Chestnut Hill, the Willow Grove Naval Air Station Redevelopment in Montgomery County, and the Franklin Mint site in Delaware County.

e. Right-to-Know Requests

DVRPC continues to receive numerous Right-to-Know requests which are not project or plan specific, but are more of a harassing nature. These requests take a lot of staff time. Also, costs are expended for legal advice as to how DVRPC should respond.

f. Livability Summit

On March 2, 2012, the White House Community Partnership has scheduled a Summit at the University of Pennsylvania.

g. Urban Land Institute

On March 1, 2012, the Urban Land Institute is holding an event at the Philadelphia Union League entitled *Regional Game Changers* to discuss major project initiatives; investments which have an impact on the region.

h. Economy League

DVRPC will be part of the infrastructure team for the Economy League's World Class Initiatives.

i. Reinventing Older Communities – Building Resilient Cities

The Federal Reserve Bank of Philadelphia is sponsoring a conference; *Reinventing Older Communities – Building Resilient Cities*, on May 9 through 11 at the Philadelphia Hyatt Regency.

9. Committee Reports

The following committee highlights were distributed to the Board for review: (1) Planning Coordinating Committee/Regional Transportation Committee: and (2) Regional Community and Economic Development Forum.

Mary Bell, DVRPC Manager, Demographic and Economic Analysis, reported highlights from the Regional Community and Economic Development Forum held at DVRPC on February 14, 2012. The focus of the meeting was on Cooperative Businesses. Paul Hazen, Executive Director of the Overseas Cooperative Council, gave a national perspective on the subject and presented examples of the diverse range of cooperative businesses, including food companies, credit unions, hardware stores, utility companies, and housing groups. Mr. Hazen described the core values and principles that make cooperatives different than other business models.

Mr. Hazen's presentation was followed by a panel discussion that explored different types of cooperative businesses.

OLD BUSINESS

No old business was stated.

NEW BUSINESS

No new business was stated.

There being no further business, the meetings was adjourned at 11:35 a.m.

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