

**DELAWARE VALLEY REGIONAL PLANNING COMMISSION**

**BOARD COMMITTEE**

Minutes of Meeting of June 28, 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

Representative

Joyce Paul  
David Kuhn  
James Ritzman  
James Mosca  
Brett Tanzman  
(not represented)  
Andrew Paris  
Diane Ellis-Marseglia  
Lynn Bush  
Terence Farrell  
Ronald Bailey  
John McBlain  
John Pickett  
Leslie Richards  
Carol Thomas  
Louis Cappelli, Jr. Esq.  
Andrew Levecchia  
Richard Westergaard  
(not represented)  
Whitney White  
Rina Cutler  
Edward Williams  
Jeffrey Wilkerson

Non-Voting Members

Federal Highway Administration  
New Jersey Division  
Pennsylvania Division

(not represented)  
(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	(not represented)
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)
Pennsylvania Department of Community and Economic Development	Lisa Worden
New Jersey Office for Planning Advocacy	Katherine Meade

DVRPC Co-Counsel

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

DVRPC Staff: Barry J. Seymour, Donald Shanis, Charles Dougherty, Tom McGovern, John Ward, Elizabeth Schoonmaker, Chris Puchalsky, Patti Elkis, Sean Greene, Michael Boyer, Alison Hastings, Chris Linn, Rob Graff, Candace Snyder, Jean McKinney.

Guests

Pennsylvania Department of Transportation	Linda Guarini (Dist. 6)
	Charles Davies
New Jersey Department of Transportation	Andrew Clark
	Jesse Minsky
New Jersey Transit	R. J. Palladino
Cross County Connection TMA	William Ragozine
Parente Beard	Terry McMahan
	Michael Johns
Harvard Graduate School of Design	Mica Wilson
Delaware County Planning Department (Interns)	Jason Emmel
	Alex John
	Anna Asbury
	Steve Boucher

Residents for Regional Traffic Solutions, Inc.  
Citizen

Ginny McIntosh  
Erin McGuire  
Sue Herman  
James Richardson

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

Chair Louis Cappelli called the meeting to order at 10:05 a.m.

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

No public comments were presented.

#### **1. Minutes of Meeting of May 24, 2011**

On a Motion by Mr. Kuhn, seconded by Mr. Paris, the minutes of May 24, 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. PA11-72: State of Good Repair (MPMS #77180), SEPTA**

SEPTA has requested that DVRPC modify the FY2011-2014 TIP for Pennsylvania by increasing the scope of the State of Good Repair Program (MPMS# 77180) by adding five projects to the program: the Doylestown Line Catenary Replacement, Airport Line Tie and Surfacing, Route 10 Lancaster Avenue Track Work, Broad Street Subway Continuous Welded Rail and the Regional Rail Grade Crossing Surface Renewal Projects for \$4,670,000 (\$3,736,000 Section 5307 / \$904,000 State Section 1514B/ \$30,000 Local) in FY12. Also note that this project is modified by an administrative action that switches \$1,500,000 (\$1,200,000 Section 5309/\$290,000 1514B/\$10,000 Local) for \$1,500,000 State Section 1517. SEPTA's actual allocation of State Section 1517 funding is greater than was anticipated in the financial guidance that was used to program the FY2011 TIP.

1. The SEPTA Regional Rail Doylestown Line Catenary Replacement project will replace 9.5 miles of 80-year-old catenary between Lansdale Station and Doylestown Yard at a cost of \$330,000.

2. The SEPTA Regional Rail Airport Line Tie and Surfacing project will provide for 10,000 new ties and 300+ timbers, select curve worn rail and surface, and align 10 miles of track at a cost of \$2,432,000.
3. The SEPTA Route 10 Trolley Lancaster Avenue Track Work will renew 7,000 feet of street track along Lancaster Avenue between 40<sup>th</sup> and 44<sup>th</sup> Streets and from 48<sup>th</sup> Street to Girard Avenue. Additionally, 400 feet of street track on 41<sup>st</sup> Street will be renewed on the Route 10 diversion between Lancaster Avenue and Wallace Street, for \$200,000.
4. Broad Street Subway Continuous Welded Rail Project will renew 17,500 feet of Broad Street Subway running rail on track #1 from Snyder Station to AT&T Station for \$1,100,000.
5. Regional Rail Grade Crossing Surface Renewal Project will renew and upgrade the track and highway surfaces of four regional rail at-grade crossing. Surfaces will be upgraded from asphalt/rubber to a full-depth precast concrete surface.

Crossing locations are on the Norristown and Warminster Lines at Scotts Lane, Indian Queen Lane, County Line Road and Montgomery Avenue for a cost of \$608,000.

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 as this project is exempt.

The Planning Coordinating Committee/Regional Transportation Committee (PCC/RTC) recommends that the Board approve TIP Action PA11-72.

A public comments was received in support of TIP Action PA11-72.

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

**MOTION** by Ms. Cutler, seconded by Commissioner Richards, that the Board approve TIP Action PA11-72, SEPTA's request to modify the FY2011-2014 TIP for Pennsylvania by increasing the scope of the State of Good Repair Program (MPMS# 77180) by adding five projects to the program: the Doylestown Line Catenary Replacement, Airport Line Tie and Surfacing, Route 10 Lancaster Avenue Track Work, Broad Street Subway Continuous Welded Rail and the Regional Rail Grade Crossing

Surface Renewal Projects for \$4,670,000 (\$3,736,000 Section 5307 / \$904,000 State Section 1514B/ \$30,000 Local) in FY12. Also note an administrative action of switching \$1,500,000 (\$1,200,000 Section 5309/\$290,000 1514B/\$10,000 Local) for \$1,500,000 State Section 1517 in this project.

**b. PA12-26: Bridge Painting (DB #X08), Various Counties**

NJ DOT has requested that DVRPC amend the FY2012-2015 TIP for New Jersey by adding Bridge Painting (DB# X08) to the DVRPC TIP in FY12 with \$4,659,000 Bridge funds.

This project provides funding for painting steel on various bridges as an anti-corrosion measure in order to extend the life of these bridges. Bridge painting contracts will be awarded to preserve and extend the useful life of bridges. The bridge painting contracts will be constituted from an approved list of bridges based on the availability and regional breakdown of funding.

The following structures have been prioritized for painting in the DVRPC region according to the following criteria: (a) existing lead paint on the structure; (b) condition of the existing lead paint (peeling, deteriorated, falling onto the ground and/or river, etc.) and (c) condition of the steel (rust, pitting, section loss, etc.). Work is expected to start approximately five months after the project is funded. Milestones include the advertisement, bid, award, execution of the contract, and the pre-construction meeting.

- I-676 over Morgan Boulevard (0418-155)
- I-676 over Ferry Avenue (0418-157)
- I-676 over Van Hook Street (0418-158)
- US 130 over Salem Canal (1710-150)
- Champion Avenue over US 130 (0421-151)
- US 130 over Bridgeboro Street (0316-157)
- US 130 over Rancocas Creek (0316-152)
- I-295 NB over Raccoon Creek (0820-155)
- I-295 SB over Raccoon Creek (0820-156)
- I-295 NB & US 130 over Mantua Creek (0821-166)
- I-295 SB & US 130 over Mantua Creek (0821-167)
- I-295 NB Ramp "E" over Route 42 NB (0427-155)

The Bridge Painting program (DB# X08) already exists in NJDOT's Statewide Program; however, projects are entering the DVRPC region because there are not sufficient Statewide funds to address bridge painting projects in the region this year.

Financial constraint will be maintained as there is available obligation authority in the DVRPC region to advance this project and the TIP's current conformity finding will not be impacted by this amendment as project is exempt from the regional Air Quality Analysis.

Favorable recommendation was received from the PCC/RTC that the Board approve TIP Action NJ12-26.

No public comments were received.

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

**MOTION** by Mr. Kuhn, seconded by Ms. Paul, that the Board approve TIP Action NJ12-26, NJDOT's request to amend the FY2012-2015 TIP for New Jersey by adding Bridge Painting (DB# X08) to the DVRPC TIP in FY12 with \$4,659,000 Bridge funds.

**3. Adoption of Conformity Determination for the FY 2012-2015 TIP for New Jersey, FY 2013-2016 TIP for Pennsylvania, and the *Connections* Long-Range Plan**

Sean Greene, DVRPC Senior Transportation Planner, Office of Long-Range Planning and Economic Coordination, explained to the Board that Transportation conformity is a process established by the Clean Air Act to ensure that federal transportation projects and transportation investment activities are consistent with ("conform to") state commitments for meeting air quality goals. DVRPC has performed a regional emissions analysis to determine transportation conformity of the *Connections* Long-Range Plan (Plan) and FY 2012 NJ and FY 2013 PA TIPs.

In May 2012, the DVRPC opened a 30-day public comment period to receive comment on the draft conformity finding of the *Connections* Long-Range Plan (Plan) and FY 2012 NJ and FY 2013 PA TIPs. This conformity finding covers:

- Ozone (the entire DVRPC planning area);
- Annual and 24-hour PM<sub>2.5</sub> (the Philadelphia-Wilmington, PA-NJ-DE PM<sub>2.5</sub> Non-attainment Area);
- Annual and 24-hour PM<sub>2.5</sub> (the DVRPC portion of the New York-Northern New Jersey-Long Island, NY-NJ-CT PM<sub>2.5</sub> Nonattainment Area) and,
- Carbon Monoxide (the entire DVRPC planning area).

DVRPC held a public comment period from May 7, 2012 to June 5, 2012, and hosted two public meetings on May 15, 2012 in Philadelphia, Pennsylvania and May 22, 2012 in Deptford, New Jersey.

Favorable recommendation was received from the PCC/RTC that the Board adopt the Conformity Finding for the TIP's and the Long Range Plan.

No public comments were received.

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

**MOTION** by Mr. Kuhn, seconded by Ms. Cutler, that the Board adopt the conformity finding for the FY 2012 New Jersey and FY 2013 Pennsylvania Transportation Improvement Programs and the *Connections* Long-Range Plan by passing Resolution B-FY12-005 (copy attached).

4. **Adoption of the DVRPC FY 2013-2016 Transportation Improvement Program (TIP) for Pennsylvania**

Ms. Schoonmaker explained to the Board that Federal law and planning regulations require the development of a Transportation Improvement Program (TIP) in order for the metropolitan region to be eligible to receive and spend federal transportation funds. The creation of the TIP is to be done by the MPO in cooperation with the state(s) and transit operators, and must provide opportunity for input and comment by the public. A 30-day comment period must be conducted prior to a formal action to adopt the TIP. DVRPC undertakes a major TIP Update every year for either the Pennsylvania portion of the region, or the New Jersey portion of the region; at this time, the PA and NJ TIPs are updated on alternating years. Staff is presenting the Draft DVRPC FY2013 TIP for Pennsylvania with Recommended Changes for adoption by the DVRPC Board. The Recommended Changes to the Draft FY2013 TIP to date are made available in the DVRPC Board mailing.

Work began in August, 2011, on the development of the FY2013-2016 TIP for PA. DVRPC and PennDOT held a joint public meeting last summer (the State Transportation Commission hearing) to gather input for the PA transportation program, and the Pennsylvania Subcommittee of the RTC has worked to develop 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. For the first time this year, the DVRPC PA TIP provides a detailed 12-year programming horizon for both the highway and transit programs to more effectively inform how the region's financial resources might be used, and to provide a "reality check" regarding how and when the region can deliver the many

major projects that are currently planned and underway. There is also an “Illustrative List” of unfunded projects, almost all of which have been included in the TIP in previous years, but which cannot advance fully funded to construction within the next 12 years unless additional funds are made available to the region.

The Draft DVRPC FY2013-2016 TIP for Pennsylvania contains approximately 385 projects worth \$3.7 billion (an average of \$925 million per year), including over \$2.3 billion for projects primarily addressing the highway system and almost \$1.4 billion for transit projects for SEPTA, DRPA/PATCO, and Pottstown Urban Transit. Note that the \$3.7 billion for the highway program includes over \$500 million provided through the Statewide Interstate Management Program (IMP) for I-95 reconstruction in Philadelphia, and also includes \$287 million additional funds to the region provided by PennDOT for the PA Turnpike/I-95 Interchange completion project in Bucks County.

The projects in the Draft TIP represent a consensus of the regional improvements to be made. The TIP has been fiscally constrained to the available financial resources identified by PennDOT as negotiated for this region’s projects. All non-exempt projects have been included in the regional conformity analysis for air quality.

The Draft TIP document was made available for public review during a 30-day period which ended on June 1, 2012. Legal notices explaining the public comment process were published in the *Inquirer*, *Courier*, *The Gloucester County Times*, *Al Dia*, and the *Philadelphia Tribune*. Media releases were issued prior to the start of the public comment period, and the Public Comment Period was promoted on DVRPC’s homepage, [www.dvrpc.org](http://www.dvrpc.org). Notices were also sent to over 8,500 individuals, organizations, and DVRPC affiliated groups. All TIP related documents were published on the Internet and copies were placed at major public libraries in Pennsylvania, and printed documents were distributed to many stakeholders and made available at the public meeting. DVRPC held a public meeting in its offices to give the public the opportunity to verbally present comments about the process and projects to state, county, transit, and DVRPC staff.

DVRPC’s website played a vital part in our public outreach effort. A web-based public commenting application at <http://www.dvrpc.org/tip/> was available to make it convenient for the public with internet access to send comments directly to DVRPC about the program, and there is also a special e-mail address to use: [tip-plan-comments@dvrpc.org](mailto:tip-plan-comments@dvrpc.org) for those that prefer to send e-mail. The Draft TIP document and other related documents were placed on our website along with dates and locations of the public meetings, locations of libraries where the document is



displayed, general information about the TIP and how it was developed, in addition to all the project listings and financial information.

The Public Comments Index (abridged summary of comments), the Public Comments (full content of comments), and the Agency Responses were distributed to the Board.

In response to Title VI and Environmental Justice concerns, outreach occurred to specific communities as well as to the region as a whole. DVRPC sent notices of the public comment period and the public meeting to individuals and organizations representing traditional and underserved transportation users, minority and low income populations, the welfare-to-work community, and other citizens.

DVRPC has worked closely with the Transportation Conformity Interagency Consultation Group to insure that the region has addressed the set of regulations issued by US DOT and US EPA concerning the impact of the TIP. 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 TIP and the Plan must not cause new air quality violations, worsen existing violations, or delay timely attainment of federal standards. Unless it is determined that the TIP and the plan “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.

Favorable recommended was received from the PCC/RTC for adoption of the Pennsylvania FY 2012-2016 TIP.

Additional public comments were received with reference to the safety of the Route 41 project in Chester County

In response, Barry Seymour, DVRPC Executive Director, noted that the study project description will be edited to reflect that other safety, operational, mobility, and infrastructure improvements may be advanced if earmark funds are eligible for use.

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

**MOTION** by Commissioner Farrell, seconded by Ms. Cutler, that the Board adopt the FY2013-2016 Transportation Improvement Program (TIP) for Pennsylvania and the Recommended Changes as the region's official selection of transportation projects for federal funding, by passing Resolution No. B-FY12-006 (copy attached).

**5. Adoption of the DVRPC Annual Self-Certification of the Regional Transportation Planning Process**

Donald Shanis, DVRPC Deputy Executive Director, explained to the Board that Federal regulations for metropolitan planning (23 CFR 450 and 49 CFR 613) require the Metropolitan Planning Organization (MPO) to annually certify to the Federal Highway Administration and the Federal Transit Administration that its transportation planning process addresses the major issues facing the area and is being conducted in accordance with all applicable requirements.

The regulation lists specific requirements which must be addressed. DVRPC's compliance with these requirements is outlined below:

1. Improvements to the transportation system in the region have been the result of continuing, cooperative, and comprehensive planning process carried out by state and local officials.
2. The transportation planning process, including the adoption of the TIP and Long Range Plan, is consistent with the Clean Air Act and is in conformance with the applicable State Implementation Plans.
3. 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 a reasonable opportunity to comment on the TIP, Long Range Plan, and planning process.
4. The TIP includes a financial plan that demonstrates how the TIP can be implemented, indicates resources from both public and private sources that are reasonably expected to be available, and recommends innovative financing techniques.
5. DVRPC's planning process is administered in accordance with FTA Circular 4702.1, Title VI, and DVRPC employment practices comply with FTA Circular 4704. Equal Employment Opportunity Guidelines for Grant Recipients.

6. DVRPC's programs are conducted consistent with Title 49 CFR Part 23 as implemented by FTA Circular 4716.1A regarding disadvantaged business enterprise programs.
7. The Region's public transit operators have certified that they are making special efforts to provide transportation services which can be utilized by elderly and handicapped persons.
8. Congestion Management System requirements for non-attainment Transportation Management Areas have been met.
9. Environmental justice for low income and minority populations is being addressed.
10. The provision of 49 CFR part 20 regarding restrictions on influencing certain activities has been met.

Favorable recommendation was received from the PCC/RTC.

No public comments were received.

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

**MOTION** by Ms. Cutler, seconded by Mr. Kuhn, that the Board adopt Resolution No. B-FY12-007 (copy attached) certifying that the DVRPC Regional Transportation Planning Process is in conformance with federal regulations implementing SAFETEA-LU, the Clean Air Act Amendments, and other federal legislation.

6. **Approval to Amend *Connections – The Regional Plan for a Sustainable Future* to include the South Jersey Bus Rapid Transit System**

Michael Boyer, DVRPC Manager, Office of long-Range Planning and Economic Coordination, explained to the Board that In July 2009, the Delaware Valley Regional Planning Commission Board adopted *Connections - The Regional Plan for a Sustainable Future* as the region's comprehensive long-range plan. *Connections* provides a vision for the region's future that seeks to encourage development in existing centers, preserve open space and natural resources, build a strong economy, and modernize the transportation system. *Connections* also identifies strategies to attain the vision, including a fiscally-constrained set of transportation investments.

New Jersey Transit (NJT) has recently completed an Alternatives Analysis study with regional planning partners. The study focused on improving transit service along a wide corridor that included the Atlantic City Expressway, New Jersey Routes 42 and 55, Interstates 76 and 676, and downtown Camden and Philadelphia. The need for improved transit service along this corridor was identified in the *Southern New Jersey to Philadelphia Mass Transit Expansion Alternatives Analysis* study completed by the Delaware River Port Authority in 2009.

The Alternatives Analysis identified a preferred alternative for a South Jersey Bus Rapid Transit (BRT) system that will provide a new high-quality transit service to Downtown Camden and Center City Philadelphia for residents of Gloucester and Camden counties. The service will also serve customers in Camden and Philadelphia traveling to points in New Jersey, such as the Camden County Community College in Blackwood. The 23-mile line would start at the Avandale Park and Ride lot in Winslow Township and travel on the Atlantic City Expressway, Route 42, I-76, and I-676 to Camden and Philadelphia. Unlike other New Jersey Transit routes, this system will serve the western portion of Center City Philadelphia. A branch of the service will serve a new Park and Ride lot in Gloucester County, traveling along Route 55 before joining the other branch of service at the merge of Routes 55 and 42. The system will incorporate BRT elements such as low-floor vehicles, new stations, real-time bus arrival information, off-board fare collection, and traffic signal priority technology at signalized intersections in Camden and Philadelphia, as well as 3.2 miles of shoulder-based bus lanes along the most congested portions of the route.

NJT developed the proposed BRT service independently from the proposed Glassboro to Camden rail line and all forecasts were based on the assumption that the Glassboro to Camden line would be built. Project completion is estimated for 2020 with portions of the project, such as rolling stock and park and ride lot expansion, happening earlier. The projected cost for the project is \$46 million and inclusion of the project will maintain the Plan's fiscal constraint.

In order to receive federal transportation funding, transportation projects must be included in the region's long-range plan. NEW JERSEY TRANSIT has requested that DVRPC add the South Jersey BRT system to the fiscally-constrained set of projects contained in the *Connections* Plan. Plan amendments should demonstrate consistency with the goals and policy recommendations of the Plan and the South Jersey BRT system is consistent with the future vision and goals set forth in the *Connections* Plan, specifically in regards to the land use vision and goals, investment in designated Plan Centers, improved mobility and accessibility, reduced congestion, and limiting the transportation system's impact on the natural

environment. The project also maintains the Plan's fiscal-constraint and was included in the most recent transportation conformity determination for the region.

Public comment was sought on the proposed amendment to the *Connections* Plan between May 3 and June 1, 2012, although public comments are accepted up to the day of the Board meeting. There were two public meetings and information sessions during the public comment period that were held in Philadelphia, PA and Deptford, NJ.

Favorable recommendation was received from the PCC/RTC to amend *Connections*.

No additional public comments were received.

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

**MOTION** by Ms. Thomas, seconded by Mr. Westergaard, that the Board approve amending *Connections - The Regional Plan for a Sustainable Future* to include the South Jersey Bus Rapid Transit System in the fiscally-constrained set of projects by adopting Resolution No. B-FY12-008 (copy attached).

## **7. DVRPC Fiscal Year 2013 Planning Work Program Amendments**

### **a. Camden City Food Economy Strategy**

Alison Hastings, DVRPC Senior Environmental Planner, Office of Environmental Planning, explained to the Board that the Campbell Soup Company has awarded DVRPC \$100,000 in matching funds to create a comprehensive Food Economy Strategy for Camden City. Camden City food system planning work was first identified in the draft FY2013 work program as part of DVRPC's ongoing food system planning activities and technical assistance to municipal/county constituents. With the additional \$100,000, awarded over two fiscal years, DVRPC will take a large leadership role in coordinating partners and identifying recommendations to improve Camden City's overall economy and the food system (including access to fresh/healthy foods).

DVRPC will work closely with a working group and an advisory committee, which will include representatives from the City of Camden, Camden County, state agencies, and others, to create a Food Economy Strategy.

The contract would be in effect from 8/1/2012 to 1/31/2014.

Favorable recommendation was received from the PCC/RTC that the Board approve amending the work program to include this project.

No public comments were received.

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

**MOTION** by Mr. Williams, seconded by Ms. Paul, that the Board amend the DVRPC Fiscal Year 2013 and Fiscal Year 2014 Work Programs to include the “Camden City Food Economy Strategy.”

**b. Sea Grant Climate Adaptation 2012: City of Chester, Pennsylvania – Helping a Tidal Riverfront Community become more Resilient to Climate Related Threats**

Chris Linn, DVRPC Manager, Office of Environmental Planning, explained to the Board that the City of Chester is an economically-distressed coastal community that is uniquely susceptible to climate and weather-related threats. The city is home to a disproportionately large at-risk population that faces threats from flooding, extreme heat, and severe weather events. Like other coastal communities, the built and natural environments are also vulnerable to these climate stressors.

Through this two year project, DVRPC will work with Pennsylvania Sea Grant, the City of Chester, ICF International, the Delaware County Planning Department, the Partnership for the Delaware Estuary, NOAA Coastal Services Center, US EPA, and the Pennsylvania Spatial Data Access (PASDA) system to describe how a changing climate will exacerbate on-going problems and introduce new vulnerabilities in the City of Chester. The plan will then help identify and prioritize actions to increase the City of Chester’s resiliency to these threats. The climate resilience plan will establish a stakeholder-based Chester Climate and Hazard Task Force to guide plan development, characterize local assets and populations that may be vulnerable to climate-related threats, and develop a series of planning, modeling and mapping tools using high-resolution LiDAR to identify, communicate and prioritize potential adaptation strategies. This project will serve as a replicable model for how economically-distressed coastal communities can strengthen their long-term economic base while becoming more resilient to climate change and weather-related threats.

DVRPC's efforts will comprise \$38,000 of the project's total \$150,000 scope of work, with \$18,000 coming from a National Oceanic and Atmospheric Administration grant and the remaining \$20,000 coming from DVRPC matching funds.

Favorable recommendation was received from the PCC/RTC that the Board approve amending the work program to include this project.

No public comments were received.

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

**MOTION** by Mr. White, seconded by Ms. Cutler, that the Board amend the DVRPC FY 2013 Planning Work Program to include "Sea Grant Climate Adaptation 2012: City of Chester, PA – Helping a Tidal Riverfront Community Become more Resilient to Climate-Related Threats."

**c. US 322 Traffic Forecast Updates**

Chris Puchalsky, DVRPC Associate Director, Technical Services Division, Office of Modeling and Analysis, explained to the Board that this project will update traffic forecasts for US 322 in Delaware County that were prepared by DVRPC in 2000. Forecasts will be provided for a No-Build and Build alternative. The Build Alternative was based on discussions with local municipalities and FHWA and will include a 4-lane cross section between PA 452 (Market Street) and US 1 (Baltimore Pike) along with improvements to several intersections. Daily and AM and PM peak hour traffic forecasts will be made for 2015 and 2035. These traffic forecasts are required to support the final design of the preferred alternative for this section of US 322.

Favorable recommendation was received from the PCC/RTC that the Board approve the work program amendment for the US 322 Traffic Forecast Updates.

No public comments were received.

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

**MOTION** by Commissioner Farrell, seconded by Commissioner McBlain, that the Board amend the DVRPC FY 2013 Unified Planning Work Program to include the *US 322 Traffic Forecast Updates*.

8. **Approval of Additional Project for the DVRPC Regional Trails Grant Program, Phase II**

Mr. Linn explained to the Board that the Regional Trails Program, administered by DVRPC, with funding from the William Penn Foundation, aims to capitalize upon these opportunities by providing funding for targeted, priority trail design, construction and planning projects that will promote a truly connected, regional network of multi-use trails.

Phase II of the program provides funding for multi-use trail planning and feasibility studies. In December 2011, the program received 26 applications for funding totaling \$1.2 million. In April 2012, DVRPC approved 10 Phase II grants totaling \$456,000. Since that time, the following project has been reviewed by the Selection Committee and nominated for funding:

Greater Valley Forge Transportation Management Association – **Schuylkill River Trail Phoenixville-Mont Clare Connector** – \$40,000

Favorable recommendation was received from the PCC/RTC to include this project in the Regional Trails Grant Program, Phase II.

No public comments were received.

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

**MOTION** by Commissioner Farrell, seconded by Commissioner Richards, that the Board approve the Greater Valley Forge Transportation Management Association – Schuylkill River Trail Phoenixville – Mont Clare Connector project be added to the DVRPC Regional Trails Grant Program, Phase II.

9. **Approval of Resolution to the Pennsylvania Infrastructure Investment Authority (PENNVEST) for Tree Planting Project in Southeastern Pennsylvania**

Patty Elkis, Associate Director, Planning Division, Comprehensive Planning Unit, explained to the Board that PENNVEST is an independent agency of the Commonwealth of Pennsylvania managed by a 13-member Board of Directors and chaired by the Governor, which provides funding for drinking water, wastewater treatment, stormwater management and brownfield assessments and remediation projects. The Program provides grants and long-term loans through a revolving



loan fund to eligible entities. Typically, DVRPC reviews PENNVEST applications for consistency with our long-range plan. This time, DVRPC is partnering with the Pennsylvania Horticultural Society (PHS) to apply for a grant from PENNVEST to plant 3,000 – 4,000 trees in communities across the five-county southeastern Pennsylvania region. A “Resolution to Apply” following PENNVEST’s format must be sent to PENNVEST as part of the application.

The description of the application is as follows:

*DVRPC/PHS Tree Planting in Southeastern Pennsylvania Communities.* In 2011, DVRPC and PHS were awarded a grant from PENNVEST to plant 3,400 trees in urbanized areas of the suburbs. To date, most of these trees have been planted, with the remainder going into the ground in the fall of 2012. DVRPC and PHS are partnering again on an application to PENNVEST due August 22, 2012. DVRPC has reached out to county planning staff and to City of Philadelphia staff to help identify appropriate planting sites in all five counties for inclusion in this application. Prerequisites for inclusion in the application include having a stormwater management ordinance that meets PADEP standards and being located in an area with impaired water quality due to stormwater runoff. The types of planting areas can include streetscapes, parks, schools and other public properties such as municipal halls and libraries, and riparian areas. The trees will provide shade and energy savings, improve air quality, manage stormwater runoff and reduce combined sewer overflows, protect streambanks and improve water quality, and revitalize commercial and residential neighborhoods. Overall, the planting of 3,000 – 4,000 trees will bolster economic development, improve the environment, and enhance quality of life in Southeastern Pennsylvania.

DVRPC is currently working directly with targeted municipalities in each of the four suburban counties and with the City of Philadelphia to provide a preliminary list of sites for a Planning Consultation meeting with PENNVEST scheduled for June 25. A list of estimated number of trees by community will be available by that date, in time to also present to the DVRPC Board at the June 28 meeting.

The project is designed as a partnership between DVRPC and PHS, and the application is for a grant, not a loan. If awarded the grant by PENNVEST, DVRPC will subcontract with PHS to manage the plantings and the two year establishment period for the new trees. As the applicant, DVRPC will oversee PHS and will retain approximately \$75,000 for project management and administrative costs associated with the grant administration. The application is due by August 22, 2012.

Rina Cutler, City of Philadelphia, commented that the City of Philadelphia would not be involved in this project. Ms. Cutler understands that, for this project, PENNVEST will require a financial audit and will need to take back the low cost term loans. She cautioned the other Board members to review the bond stipulations carefully.

Also, Ms. Cutler commented that the City of Philadelphia has a storm water management plan and is not sure they would be in agreement that planting thousands of trees is the best use of funding for storm water management.

Ms. Cutler plans to discuss this matter further with the Philadelphia Water Department.

Favorable recommendation was received from the PCC/RTC that the Board approve the grant application to PENNVEST.

No public comments were received.

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

**MOTION** by Commissioner McBlain, seconded by Commissioner Farrell, that the Board adopt Resolution No. B-FY12-009 (copy attached), authorizing DVRPC to submit a Financial Assistance Application to PENNVEST for Tree Planting in the Southeastern Pennsylvania Communities.

#### **10. Approval of PENNVEST Funding Requests in Bucks and Chester Counties**

Ms. Elkis presented the PENNVEST funding requests in Bucks and Chester counties as follows:

##### **Chester County**

*Chester County Conservation District –*

##### *Dead Animal Recovery Composting Facility*

This project proposes to prepare and construct an engineered Best Management Practice (BMP) to address water quality issues involving runoff from an animal mortality composting facility into a headwater stream of the Brandywine-Christina Watershed. This watershed flows through Pennsylvania and Delaware and serves as the drinking water source for the City of Wilmington, DE.

The Dead Animal Recovery Composting Facility is a licensed dead animal composting business and dead animal hauler in operation since 2009. This facility composts between 1200 and 1500 cattle and horses each year from four counties: Lancaster, Berks, Lebanon, and Chester. If not composted at a property like this one, the individual farms would be responsible for composting these animals on their own properties. Individual farms, however, may have inadequate facilities for large animal composting and may have a higher risk of contamination.

The Chester County Conservation District is requesting \$1,382,506 to construct a roof, a cistern, two concrete pads, a 300' diversion, and a 500' grass filter. The roof would eliminate the need to collect the runoff and also allow the operator to manage the moisture content throughout the composting process. The cistern would collect roof runoff and would allow the operator to irrigate the compost pile when needed. The two concrete pads would be used as a primary composting area, a secondary composting area, and a final safe area. The 300' diversion would be constructed and maintained above the facility to control the upslope runoff. The 500' grass filter would be constructed and maintained between the facility and the stream.

These measures are needed to address a critical runoff problem in the headwaters of an exceptional value watershed. The site suffered greatly after over 65 inches of rain in 2011, causing erosion of the existing pile, the inability of the operator to address the erosion due to environmental conditions and continued precipitation, the creation of a lagoon to attempt to contain contaminated runoff, and the erosion of an access road due to grade and environmental conditions.

A notice of violation was issued to the facility by the PA DEP for potential pollution issues at the site. These issues can be resolved through the BMP practices proposed by this project.

## **Bucks County**

### *Bucks County Conservation District –*

#### *Bucks County Equestrian Initiative*

This project proposes to improve water quality by implementing agricultural Best Management Practices (BMPs) at six equine operations. The Bucks County Conservation District is requesting \$375,000 to install BMPs at Cando Farm in Buckingham Township, Red Wing Farm in Hilltown Township, Water Stream Farm in Northampton Township, and Fox Run Equine Center, Haycock Stables, and Rainbow Ridge Equine Center, all located in Bedminster Township. These BMPs will help reduce nutrient and sediment loads to the Neshaminy Creek, Tohickon

Creek, and their tributaries. All project locations are located within the overall Delaware Bay watershed.

This project includes the construction of three manure storage facilities capable of protecting 2160 tons of manure from weather and contact from ground during storage. In addition, the project proposes over 1000' of grassed waterways, 1000' of grassed diversion, 1500' of fence, 200' of animal trails, 350' of stream bank protection and plantings, and two stormwater infiltration basins. These practices will treat a total of 250 acres in the County.

This system of BMPs will direct stormwater away from concentrated animal areas, and will also filter out sediment and nutrients from stormwater before it enters waterbodies. In addition, grassed waterways and diversions reduce rill and gully erosion on pasture areas, thereby reducing siltation and sediment loading to surface waters. The manure storage facilities will prevent manure contact with stormwater or the ground and prevent the transport of nutrient and pathogen-laden runoff or leachate from entering groundwater. The streambank stabilization, tree and shrub establishment, and fencing will mitigate the overgrazed streambanks and associated nutrient pollution, excessive algae growth and siltation.

Farming is an important industry in Chester County, providing a significant number of jobs and generating significant revenue. Due to a change in federal regulation, adult cattle can no longer be rendered commercially, which had been the most common means of disposal for dead cattle in Pennsylvania. Alternatives such as burning or landfilling these dead animals are generally not considered environmentally responsible. Ideally, the composting of dead animals can provide a way to recycle their nutrients, such as through the use of the nutrient-rich end product compost.

Pennsylvania's horse population is now the highest in the nation, surpassing Kentucky. Bucks County has seen a rapid increase in the both the number and animal density of equine operations. These facilities trail behind other agricultural operations in terms of regulations and opportunities to help them improve water quality and agricultural operations.

Both of these applications serve farms located in Rural Conservation Lands or in Existing Development. In all cases, the proposed BMPs are designed to improve water quality for people and aquatic life, and to improve the efficiency of farmers' operations.

Both applications are consistent with *Connections* goals to:

- Manage Stormwater and Improve Water Quality; and
- Support and Promote the Growth of Key Economic Sectors (i.e. agricultural industry)

These applications are therefore consistent with *Connections – the Regional Plan for a Sustainable Future*.

Favorable recommendation was received from the PCC/RTC that the Board approve the PENNVEST funding requests in Bucks and Chester Counties.

A public comment was received questioning whether Pennsylvania’s horse population was greater than Kentucky.

Mr. Seymour responded that data collected does show that the Pennsylvania horse population is greater than Kentucky.

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

**MOTION** by Commissioner Marseglia, seconded by Commissioner Farrell, that the Board authorize the Executive Director to send a letter notifying PENNVEST that the funding requests in Bucks and Chester counties are consistent with the *Connections Plan*.

#### **11. Election of Fiscal Year 2013 Board Officers**

This action item was tabled until the regular July Board Meeting.

#### **12. One Minute Reports**

Byron Comati, SEPTA, reported that SEPTA has received a \$12.8 million TIGER grant specifically to rebuild the Wayne Junction Sub-Station.

SEPTA has also been involved in the Smart Grid Technology and the ability to store kinetic energy. This stored energy can be put back into the system and/or sold at market or better than market rates for the PECO grid. SEPTA has 36 sub-stations in which this system could be used to save money and energy.

David Kuhn, New Jersey Department of Transportation, reported that all local projects for the New Jersey sub-region need to be delivered by July so funds can be authorized before the end of the fiscal year. All federal funds need to be obligated or these funds will be forfeited to other states.

Carol Ann Thomas, Burlington County, commented that the New Jersey Pinelands Commission, the New Jersey Department of Environmental Protection, and the federal government's processes for submitting local projects to NJDOT are very cumbersome and subjective. Therefore, projects are not approved for submission in a timely manner and could miss the July deadline.

Ms. Thomas also mentioned that a section of the RiverLine service was suspended due to Hurricane Irene and has been under construction for a long period of time. That particular section is almost complete and back in operation.

Whitney White, Chester City, thanked the DVRPC staff for attending and participating in the Export Forum in Chester City on June 7, 2012.

Lisa Worden, Pennsylvania Department of Community and Economic Development, commented that Lincoln University will now have a campus in Coatesville, Pennsylvania.

Freeholder Cappelli, Camden County, commented that the Baird Boulevard Bridge is being replaced and was due to be complete by October, 2012. However, some delays have been encountered due to the NJ Department of Environmental Protection. These delays will cause a slippage in the completion date.

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

#### **a. Federal Transportation Act**

Mr. Seymour reported that a new Federal Transportation Bill has been passed and Pennsylvania stands to receive nearly \$3.2 billion for projects over the next two years.

#### **b. "The Circuit" Press Event**

Mr. Seymour reported that on May 31, 2012 a press event for "The Circuit" Program was held on the banks of the Schuylkill. Mayor Nutter and Commissioner Farrell were in attendance to speak.

#### **c. Mr. Seymour reported that on June 5, 2012 a press event was held for the PECO Electric Vehicles. Deputy Mayor Cutler also provided remarks. The fleet of electric vehicles were on display.**

d. New Jersey Department of Transportation Enhancements

Mr. Seymour commented that NJDOT has announced the availability of transportation enhancement funding and applications are due to NJDOT on July 17, 2012.

e. Creative Place-Making Forum

Mr. Seymour announced that on June 29, 2012 a Creative Place-Making Forum will be held at DVRPC. This forum will examine the potential role that the arts and culture will play in community and economic development.

f. DVRPC By-Law Revisions

Mr. Seymour reminded that a draft of the DVRPC By-laws were distributed by email to Board members for their review and comment.

g. Staff Transitions

Mr. Seymour announced that two DVRPC staff will be retiring. Charles Dougherty the end of June and Donald Shanis the end of July, 2012. Organizational restructuring will allow present staff to assume their responsibilities.

Richard Bickel will continue as Director of Planning, John Ward and Patty Elkis will continue as Deputy Directors. Some responsibilities and staff reports will also be reassigned.

Mr. Seymour then thanked Charles Dougherty on behalf of himself, the DVRPC staff, and the Board for his contributions and service to DVRPC.

Mr. Dougherty commented that in his 40 years' of service at DVRPC he has witnessed a collective coming together and many cooperative relationships between DVRPC, the counties and agencies to make the region a better place. Mr. Dougherty stated that he is very proud to have worked at DVRPC over the years.

h. Annual Awards

Mr. Seymour commented that he has received some suggestions from the Board for the Annual Awards presented at the Board Retreat and urged other Board members to submit recommendations.

i. Op-Ed on Transportation Legislation from Executive Directors

Mr. Seymour pointed out the OP ED (distributed to the Board) submitted by Executive Directors of Major Metropolitan Areas urging the Congress to pass a new Federal Transportation Bill.

j. National Weather Service Letter

Mr. Seymour pointed out the letter (distributed to the Board) sent to the National Weather Service (NWS) Forecast Office in Mount Holly, New Jersey. The NWS has decided to only post Code Red air quality conditions and discontinue posting Air Quality Alerts (AQAs) for Code Orange. Since Code Orange air quality conditions are set at the level where air quality violates the National Ambient Air Quality Standards, DVRPC urges the NWS to continue with the Code Orange posting.

**14. Committee Reports**

The following committee highlights were distributed to the Board for their review:

- (1) Planning Coordinating Committee/Regional Transportation Committee;
- (2) Information Resources Exchange Group; (3) Regional Aviation Committee;
- (4) Regional Operations Task Force; and (5) Regional Safety Task Force.

**OLD BUSINESS**

Commissioner McBlain, Delaware County, mentioned that a presentation was given at the March 22, 2012 Board Meeting entitled *The Mismatch Between Housing and Jobs*. At that time, it was presented to the Board as a statistical and analytical report on those subjects and within the report were some conclusions and policy discussions.

Commissioner McBlain believes that the Board members did not have a chance to review those comments or vote on these policies. Commissioner McBlain asked for some clarification and asks that future studies or reports which are of a policy nature be discussed and approved by the Board before the report is issued.

Mr. Seymour responded that the report was coordinated with representatives of the counties, however, no vote was taken. DVRPC staff has been instructed to bring before the Board any reports which contain any policy recommendations (state or county). Mr. Seymour offered to bring the particular report in question back to the Board for revision, if needed.



## **NEW BUSINESS**

No new business was stated.

There being no further business, the meetings was adjourned at 12:00 p.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](http://www.dvrpc.org)) or call (215) 238-2871.