

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

BOARD COMMITTEE

Minutes of Meeting of October 25, 2012

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

Membership Present

Representative

New Jersey Department of Community Affairs
New Jersey Department of Transportation
Pennsylvania Department of Transportation

New Jersey Governor's Appointee
Pennsylvania Governor's Appointee
Pennsylvania Governor's Policy & Planning Office
Bucks County

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

Joyce Paul
David Kuhn
James Ritzman
James Mosca
Brett Tanzman
Ronald Henry
Kathleen Bruder
Diane Ellis-Marseglia
Lynn Bush
Terence Farrell
Ronald Bailey
John Pickett
Leslie Richards
Turea Hutson
Carol Ann Thomas
Andrew Levecchia
Richard Westergaard
Donna Lewis
Whitney White
(not represented)
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	Tony Cho
Southeastern Pennsylvania Transportation Authority	Cathy Popp-McDonough
New Jersey Transit Corporation	Lou Milian
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	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, Richard Bickel, John Ward, Patty Elkis, Tom McGovern, Elizabeth Schoonmaker, Chris Puchalsky, Michael Boyer, Sean Greene, Candy Snyder, and Jean McKinney.

Guests

Pennsylvania Department of Transportation	Linda Guarini (Dist. 6)
New Jersey Department of Transportation	Andrew Clark
Southeastern Pennsylvania Transportation Authority	Jody Holton
Cross County Connection TMA	William Ragozine
Delaware River Joint Toll Bridge Commission	Glenn Reibman

Call to Order - Chair's Comments

Chair Terence Farrell called the meeting to order at 10:00 a.m.

Public Comments on Agenda and Non-Agenda Items

No public comments were stated.

1. **Minutes of Meeting of September 27, 2012**

On a Motion by Mr. Henry, seconded by Mr. Kuhn, the minutes of September 27, 2012 were approved as distributed.

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

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

a. **PA13-01: Substation Improvement Program (MPMS# 60651), SEPTA**

SEPTA has requested an amendment to the FY2013-2016 TIP for Pennsylvania by adding the Wayne Junction Substation, to the Substation Improvement Program (MPMS# 60651), to the four year TIP in the amount of \$25,726,000 (\$12,863,000 TIGER/\$5,131,000 Section 1517/\$3,112,000 Section 1514B/\$104,000 Local in FY13 and \$4,516,000 Section 1517 in FY14). SEPTA has been awarded federal competitive TIGER (Transportation Investment Generating Economic Recovery) Discretionary Grant funds in the amount of \$12,863,000 and has identified other funds to help complete this important project and advance it from "Later Fiscal Years" to the first four years of the TIP.

The project description indicates \$60.1 million for a full replacement of the Wayne Junction Substation and the Static Frequency Converter starting in FY20. This amendment advances a rehabilitation of only the Wayne Junction Substation, to begin in FY13. The Status Frequency Converter is still scheduled for FY20.

The Wayne Junction Substation, built in 1931 for the old Reading Railroad lines, is a central facility that provides the electricity needed for the Main Line and northern branches of the regional rail network. The traction substation distributes electricity to eleven outlying substations and feeds catenary wires for half of SEPTA's regional rail lines. The Wayne Junction Substation has been in continuous operation for 80 years and is now 40 years past its useful life. The scope of work for the Wayne Junction Substation project includes replacing 25 indoor and outdoor breakers, all potential and current transformers, cut-out and disconnect switches, relays and control equipment in the traction substation. The project will also include building and roof repairs, installation of new fencing, and painting the outdoor steel structures.

Financial constraint will be maintained as the TIGER funds are additional to the region and by making adjustments to other existing TIP projects whose schedules or costs have changed.

The TIP's current conformity finding will not be impacted by this amendment as this project is exempt.

b. PA13-02: Transit and Regional Rail Station Program (MPMS# 77183), SEPTA

SEPTA has requested an amendment to the FY2013-2016 TIP for Pennsylvania by adding the 69th Street Transportation Center West End Terminal Rehabilitation, to the Transit and Regional Rail Station Program (MPMS# 77183), to the four year TIP in the amount of \$6,250,000 (\$5,000,000 Section 5309C/\$1,210,000 Section 1514B/\$40,000 Local in FY13). SEPTA has been awarded federal competitive FTA Section 5309 Bus and Bus Facilities Livability Initiative funds in the amount of \$5,000,000 and has identified other funds to help complete this project.

SEPTA has received federal funds and State Match for the 69th Street Transportation Center West End Terminal rehabilitation. The rehabilitation will create a modern and sustainable facility which will improve customer safety, the customer's experience and enhance the environment. Customer safety will be improved by constructing brighter passageways, platforms and waiting rooms, tactile warning strips will be constructed, and pedestrian safety at crosswalks will be enhanced. Environmental enhancements to the building will include a green roof, high albedo roof, increase natural lighting, construction of a green wall and area planting, and an increase in the natural air exchange. All will lead to energy savings. The customer experience will be improved by having brighter passageways, platforms, and waiting rooms, increased oxygen levels; a larger more organized waiting area will be constructed, pedestrian traffic flow will be improved which will combine into an all-around state-of-the-art- facility.

Financial constraint will be maintained as the FTA Section 5309 Bus and Bus Facilities Livability Initiative funds are additional to the region and by making adjustments to other existing TIP projects whose schedules or costs have changed.

The TIP's current conformity finding will not be impacted by this amendment as this project is exempt.

Favorable recommendation was received from the Planning Coordinating Committee/Regional Transportation Committee (PCC/RTC) that the Board approves TIP Actions PA13-01 and PA13-02.

A public comments was received for TIP Action PA13-02 in favor of this project and a recommendation that the green roof and wall be low maintenance.

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

MOTION by Mr. Pickett, seconded by Commissioner Richards, that the Board approves the following TIP Actions:

- (1) TIP Action PA13-01 - SEPTA's request to amend the FY2013-2016 TIP for Pennsylvania by adding The Wayne Junction Substation to the Substation Improvement Program (MPMS# 60651), to the four year TIP in the amount of \$25,726,000 (\$12,863,000 TIGER/\$5,131,000 Section 1517/\$3,112,000 Section 1514B/\$104,000 Local in FY13 and \$4,516,000 Section 1517 in FY14). Note that project description will be updated to reflect the correct cost.
- (2) TIP Action PA13-02 - SEPTA's request to amend the FY2013-2016 TIP for Pennsylvania by adding the 69th Street Transportation Center West End Terminal Rehabilitation, to the Transit and Regional Rail Station Program (MPMS# 77183), to the four year TIP in the amount of \$6,250,000 (\$5,000,000 Section 5309C/\$1,210,000 Section 1514B/\$40,000 Local in FY13).

c. PA13-04: Redistribution of Unobligated Earmark Balances, Various MPMS#'s, Various Counties in Pennsylvania

PennDOT has requested that DVRPC modify the FY2013 – 2016 TIP for Pennsylvania by redistributing unobligated balances of FY2003 – 2006 Appropriation Act Earmarks to the following projects:

Pennsylvania

- \$11,046,797.57 to MPMS# 79686 – I-95, Columbia Street to Ann Street (GR1). Funds are made available from PA ID# 251 Delaware River Port Authority – Ben Franklin Bridge, PA (\$3,500,000); PA ID# 259 Logan Square Access and Safety Improvements, Philadelphia, PA (\$2,228.57); PA ID# 263 PCDC Bus-Stop Related Facility Enhancements (\$750,000); PA

ID# 272 26th Street Exit-Philadelphia Naval Business Center, PA (\$3,935,713); PA ID# 296 US Route 13 Corridor Redevelopment, PA (\$491,964); PA ID# 297 West Philadelphia Streetscape/Gateway Improvements (\$1,475,892); PA ID# 683 Navy Yard Reconstruction of Broad Street Quay Wall (\$891,000).

- \$308,525 to MPMS# 92526 – The Chester City (PA) Waterfront. Funds are made available from PA ID# 269 Streetscape/Roadway Improvements. This action amends the TIP by adding the Chester Waterfront Lighting project (MPMS# 92526) in FY13 with \$308,525 SXF for construction. Chester Waterfront Streetscape project (MPMS# 92526 and 65127) will be obligated and let for construction this fall, prior to the federal deadline.
- \$1,229,910 to FY13 construction phase of MPMS# 46956 – North Delaware Avenue Extension. Funds are made available from PA ID# 289 - North Delaware River Road, Pennsylvania.
- \$1,000,000 to FY13 construction phase of MPMS# 80022 – US 202, Markley Street Improvements (Section 520). Funds are provided by PA ID# 270 Susquehanna Rd/Limekiln Rd/Norfolk Southern Bridge Project.

On August 17, 2012, U.S. Transportation Secretary Ray LaHood made over \$470 million in unspent earmark highway funds from FY2003 to FY2006 immediately available to states departments of transportation for eligible surface transportation projects (highway, transit, passenger rail, or port). States must identify the projects they plan to use the funds for by October 1, 2012, and obligate them by December 31, 2012. Within the Delaware Valley Region, Pennsylvania has \$13,585,232.57 available for redistribution, which comprises almost half of the State of Pennsylvania's total unspent earmarks.

This redistribution does not eliminate any active projects.

Financial constraint will be maintained as some of the FY2003 – 2006 Appropriation Act Earmarks are additional to the region and by making adjustments to other existing TIP projects whose schedules or costs have changed.

There will be no impact on the conformity determination.

Favorable recommendation was received from the PCC/RTC that the Board approves TIP action PA13-04.

Public comments received were in favor of this project.

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

MOTION by Commissioner Richards, seconded by Mr. White, that the Board approves the redistribution of unobligated balances of FY2003 – 2006 Appropriation Act Earmarks to projects identified by PennDOT in Pennsylvania: \$11,046,797.57 to MPMS# 79686; \$308,525 to MPMS# 92526; \$1,229,910 to MPMS# 46956; \$1,000,000 MPMS# 80022.

d. **NJ12-38: River Road Improvements, Cramer Hill (DB# D0902), Camden County**

Cooper's Ferry Partnership has requested that DVRPC modify the FY2012 - 2015 TIP for New Jersey by adding a Final Design (FD) phase of \$250,000 DEMO Funds in FY13, and shifting the FY12 Construction (CON) phase (\$4,050,000 DEMO Funds) to FY14. The DEMO Funds are provided by two SAFETEA-LU earmarks (NJ ID# 253 and 268). The full balance of the earmarks is programmed in the FY14 CON phase. The Preliminary Engineering phase (PE) was previously authorized, but its completion has experienced a delay resulting in the need to modify the FY2012 – 2015 New Jersey TIP. NJDOT only authorizes one phase at a time and that phase must be completed before another phase can be authorized. The fund codes located in the 'Before Proposed Action' of this project are HPP10 and HPP20, which are earmarks provided by SAFETEA-LU. Changing the fund code label to DEMO is another way to label those earmarks.

This project will remove truck traffic from the Cramer Hill neighborhood's commercial and residential streets to improve the quality of life for residents and businesses, such as reducing air and noise pollution and improving public safety. It will implement a series of traffic control and traffic calming measures recommended by the *River Road Truck Traffic Management Study* between the intersections of River Road and State Street in Camden, New Jersey to River Road and Sherman Avenue in Pennsauken, New Jersey.

Financial constraint will be maintained as DEMO Funds are additional funds to the region and the TIP's current conformity finding will not be impacted by this amendment as the project is exempt from the regional Air Quality Analysis.

Favorable recommendation was received from the PCC/RTC that the Board approves TIP Action NJ12-38.

Public comments received were in favor of this project.

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

MOTION by Mr. Williams, seconded by Mr. Levecchia, that the Board approves TIP Action NJ12-38, Cooper's Ferry Partnership request to modify the FY2012 - 2015 TIP for New Jersey by adding a Final Design (FD) phase of \$250,000 DEMO Funds in FY13, and shifting the FY12 Construction (CON) phase (\$4,050,000 DEMO Funds) to FY14. The DEMO Funds are provided by two SAFETEA-LU earmarks (NJ ID# 253 and 268). The full balance of the earmarks is programmed in the FY14 Construction phase.

3. DVRPC Competitive CMAQ Program (2011-2012) Recommended Projects

Sean Greene, DVRPC Senior Transportation Planner, explained to the Board that the Congestion Mitigation and Air Quality Improvement Program (CMAQ) is a federal program established for projects that contribute to the attainment of the Clean Air Act standards by reducing emissions from highway sources. The Fiscal Year (FY) 2012 Transportation Improvement Program (TIP) for New Jersey (FY12–15) and the FY 2013 TIP for Pennsylvania (FY13–16) set aside funding for a regional Competitive CMAQ Program to identify and fund eligible projects to be advanced starting in FY13. The DVRPC Competitive CMAQ Program (2011-2012) provided \$8 million CMAQ funds for projects in Pennsylvania and \$2.7 million CMAQ funds for projects in New Jersey. Forty-Five (45) project applications (31 in PA and 14 in NJ), seeking \$26.4 million in CMAQ funds, were submitted for consideration. The projects were evaluated by the CMAQ Subcommittee using the selection criteria posted in the DVRPC 2012 Competitive CMAQ Program Guidance (www.dvrpc.org/cmaq). The CMAQ Subcommittee has recommended that 16 projects, totaling \$8,000,000 CMAQ be approved in Pennsylvania. In New Jersey, five projects totaling \$2,700,000 CMAQ were recommended for approval.

The recommended projects (list distributed to the Board) will be added to the CMAQ line item in the TIPs for both Pennsylvania (MPMS# 48201) and New Jersey (DB# X065), and will be broken out as individual projects at the appropriate time. There will be no impact on the TIP or long-range-plan conformity determination. A project level analysis has been completed for each

recommended project, and the DVRPC Competitive CMAQ Program will result in an emissions benefit for the DVRPC region.

The cost and source of funds is \$8,000,000 CMAQ in Pennsylvania and \$2,700,000 CMAQ in New Jersey.

Discussion ensued as to the timeline for the CMAQ projects. Several board members agreed that the applicants should be informed as to when the funds need to be obligated.

Ms. Schoonmaker responded that a letter to the applicants could state that funds should be obligated within three years or the project will be withdrawn. The consensus of the Board was that the timeline for completion of projects should be stated.

Favorable recommendation was received from the PCC/RTC that the Board approves the recommended projects for the DVRPC Competitive CMAQ Program.

Public comments were received in favor of the CMAQ projects.

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

MOTION by Mr. Levecchia, seconded by Mr. Kuhn , that the Board approves the list of recommended projects to be funded as part of the DVRPC Competitive CMAQ Program (2011-2012). This action will further amend the FY 2013 TIP for PA (FY13-16) to include the list of 16 projects in MPMS# 48201 (DVPRC Competitive CMAQ Program) and will amend the FY 2012 TIP for NJ (FY12-15) to include the list of five projects in DB# X065 (Local CMAQ Initiatives). Projects will be drawn from the line items at the appropriate time.

4. DVRPC Bylaw Revisions

Barry Seymour, DVRPC Executive Director, explained to the Board that the Bylaws of the Delaware Valley Regional Planning Commission, as amended October 22, 1981 and with subsequent amendments, govern the structure and administration of the Commission. While the Bylaws provide specific guidance, certain areas require further amendment to provide additional detail, or to update the Bylaws to reflect current practice.

The proposed amendments (distributed to the Board) would replace Section VI as related to the process for the selection of DVRPC Board officers, further specifying

the timeline, nomination and election procedures. Section VII would be replaced in order to change the name of the Planning Coordinating Committee to the Regional Technical Committee, and to define the membership of that committee. Additional members of the newly-constituted Regional Technical Committee are to be appointed by the Board.

The Policy Analysis Committee recommends approval of the Bylaw revisions.

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

MOTION by Mr. Kuhn, seconded by Mr. Levecchia, that the Board approves amending the DVRPC Bylaws as follows:

- (1) incorporate revised Section VI. Officers;
- (2) incorporate revised Section VII. Committees; and
- (3) designate the voting and non-voting members of the Regional Technical Committee (list distributed to the Board and attached as part of these minutes).

5. Approval of DVRPC Board Meeting Schedule for Calendar Year 2013

Mr. Seymour called the Board's attention to the DVRPC Board Meeting Schedule for Calendar Year 2013 (distributed to the Board) and requested approval.

On a **motion** by Mr. Kuhn, seconded by Mr. Pickett, the Board unanimously approved the Board Meeting Schedule for Calendar Year 2013.

6. Development of the DVRPC FY 2014 Planning Work Program

Mr. Seymour reported that the DVRPC Draft Planning Work Program will be distributed to the Board for their review at the December 6, 2012 Board Meeting. Adoption of the final FY 2014 DVRPC Planning Work Program will be requested at the January or February Board Meeting.

7. One Minute Reports

John Rink, Port Authority Transit Corporation (PATCO), presented photos of the progress on the overhauled PATCO train cars.

Tony Cho, Federal Transit Administration(FTA), reported FTA has published the guidelines of MAP-21 on their Website.

David Kuhn, New Jersey Department of Transportation, reported that the Department of Local Aid held a *Lessons Learned Forum* to identify what works and what does not. Mr. Kuhn thanked DVRPC for their participation.

Commissioner Farrell reported that the Paoli Transit Center is moving forward. A public hearing was held to discuss the alternatives. The preferred alternative seems to be a new bridge over the tracks at that station.

Commissioner Richards, Montgomery County, reported that the Market Street project is progressing.

8. Connections 2040 Transportation Funding

Michael Boyer, DVRPC Manager, Office of Long-Range Planning and Economic Coordination, presented to the Board a report on the *Connections 2040 Transportation Investment Scenarios*. Working with PennDOT, NJDOT, and the transit agencies, DVRPC has been focusing on the transportation needs in the region, what is needed to bring the system up to a state of good repair, and how to maintain the system.

The transportation funding issue is a critical one and the scenarios focus on what could be accomplished with different levels of investment; low funding, medium funding and high funding.

Mr. Boyer then reviewed the low, medium, and high scenarios for all modes of transportation including pavements and bridges, bicycle and pedestrians, ITS systems, and transit. The low scenarios for these components show a shortfall in the current allocations. The medium and high scenario funding, if obtainable, would allow for more improvements.

The reality now is that the 2040 Long-Range Financial Plan is based on New Jersey and Pennsylvania's newly released financial guidance which is forecasting flat growth for the next decade. This will have a great impact on funding obligations in the region.

Brett Fusco, DVRPC Senior Transportation Planner, then presented the *Connections 2040* DVRPC web application which allows users to select a preferred development pattern and then choose different levels of investment in the transportation system.

8. Executive Director's Report

a. PA Commonwealth Court Decision – Right-to-Know Law

Mr. Seymour reported that the Pennsylvania Commonwealth Court's decision was that DVRPC is not a "Commonwealth Agency" under the right-to-know law.

b. PADEP and Air Quality State Implementation Plan

A letter from DVRPC was distributed to the Board addressed to the Pennsylvania Department of Environmental Protection (PADEP) with reference to the State Implementation Plan (SIP) attainment demonstration for the 1997 Annual PM_{2.5} air quality standard for the Philadelphia-Wilmington, PA-NJ-DE nonattainment area. The data provided in the SIP is not up to date with the DVRPC Air Quality modeling and PADEP was requested to revise their SIP.

c. New Commuter Benefit Program

Mr. Seymour reported that a settlement agreement was reached to relinquish the TransitChek name as of January 1, 2013. The new name for the DVRPC commuter benefit program will be *Easy Commute Options (ECO)*. This program will be marketed under the website RideECO.org. The voucher program will remain the same; however, the program will be broadened to include linking ridesharing, carpool matching, van pool, emergency ride home program, etc.

d. Pennsylvania Planning Partners Meeting

Mr. Seymour attended the Pennsylvania Planning Partners Meeting and thanked James Ritzman, PennDOT, for bringing together all the planning agencies across the state. Some of the common themes discussed were funding, the new transportation alternatives program under MAP-21 which combines the transportation enhancements program, safe routes to school, program, and the recreational trails program.

e. Public Private Partnerships in Pennsylvania

Mr. Seymour commented that the Public Private Partnership had their first meeting and submittals of project proposals, solicited or unsolicited, have begun.

f. Smart Growth Alliance Event – November 8, 2012

Mr. Seymour called the Board's attention to the flyer (distributed to the Board) entitled: *American Dream or American Nightmare: Housing after the Great Recession* noting the event scheduled for November 8, 2012.

g. Board Retreat, Meeting and Annual Awards – December 6, 2012

The Board Retreat and Annual Awards is scheduled for December 6, 2012 at the Desmond Hotel and Conference Center in Malvern, PA. The main focus will be on funding.

10. Committee Reports

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

- (1) Planning Coordinating Committee/Regional Transportation Committee;
- (2) Transportation Operations Task Force; (3) Regional Safety Task Force; and
- (4) Delaware Valley Goods Movement Task Force.

OLD BUSINESS

No old business was stated.

NEW BUSINESS

No new business was stated.

There being no further business, the meetings was adjourned at 11:45 a.m.

Additional Items distributed to the Board:

Alert, October 2012

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.

Proposed RTC Member Organizations (October, 2012)

Voting Members - (30)

Bucks County
Chester County
Delaware County
Montgomery County
Burlington County
Camden County
Gloucester County
Mercer County
City of Philadelphia – City Planning Commission*
City of Philadelphia – Department of Streets*
City of Philadelphia – Mayor’s Office of Transportation
City of Chester
City of Camden
City of Trenton
PA Department of Transportation
PA Governor’s Appointee
PA Governor’s Policy Office
PA Department of Environmental Protection
PA Department of Community and Economic Development
NJ Department of Transportation
NJ Governor’s Appointee
NJ Department of Environmental Protection
NJ Department of Community Affairs
NJ Office for Planning Advocacy
Southeastern PA Transportation Authority
New Jersey Transit Corporation
Delaware River Port Authority
Port Authority Transit Corporation
Public Participation Task Force (NJ member)*
Public Participation Task Force (PA member)*

* - must be designated by the DVRPC Board

Non-Voting Members - (19)

Federal Highway Administration - NJ Division

Federal Highway Administration - PA Division
Federal Transit Administration - Region III
US EPA - Region II
US EPA - Region III
US Dept. of Housing and Urban Development
Pennsylvania TMAs
New Jersey TMAs
Pennsylvania Turnpike Commission
NJ Turnpike Authority
Delaware River Joint Toll Bridge Commission
Pottstown Urban Transit
Philadelphia Regional Port Authority
South Jersey Port Corporation
South Jersey Transportation Authority
Greater Philadelphia Chamber of Commerce
Select Greater Philadelphia
Delaware Valley Goods Movement Task Force
Transportation Operations Task Force

