

**DELAWARE VALLEY REGIONAL PLANNING COMMISSION**

**BOARD COMMITTEE**

Minutes of Meeting of July 25, 2013

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

Membership Present

Representative

New Jersey Department of Community Affairs  
New Jersey Department of Transportation

James Requa  
James Simpson  
Thomas Wospil

Pennsylvania Department of Transportation

James Ritzman  
James Mosca

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

Amy Herbold  
Joshua Novotney  
Christopher Sullivan  
Diane Ellis-Marseglia  
Lynn Bush

Chester County

Terence Farrell  
Ronald Bailey

Delaware County  
Montgomery County

Linda F. Hill  
Leslie Richards

Burlington County  
Camden County

Turea Hutson  
Carol Ann Thomas  
Louis Cappelli

Gloucester County  
Mercer County  
City of Chester  
City of Philadelphia

Andrew Levecchia  
Richard Westergaard  
Donna Lewis  
(not represented)  
Rina Cutler

City of Camden  
City of Trenton

Andrew Stober  
(not represented)  
Jeffrey Wilkerson

Non-Voting Members

Federal Highway Administration  
New Jersey Division

(not represented)

Pennsylvania Division  
U.S. Department of Housing and Urban Development,  
Region III  
U.S. Environmental Protection Agency, Region II  
U.S. Environmental Protection Agency, Region III  
Federal Transit Administration, Region III  
Southeastern Pennsylvania Transportation Authority  
New Jersey Transit Corporation  
New Jersey Department of Environmental Protection  
Pennsylvania Department of Environmental Protection

Jonathan Crum  
  
(not represented)  
(not represented)  
(not represented)  
(not represented)  
(not represented)  
Lou Millan  
(not represented)  
Cosmo Servidio  
Patrick Patterson  
Barbara Holcomb  
Phil Spinelli  
Katherine Meade

Delaware River Port Authority  
Port Authority Transit Corporation  
New Jersey Office of Planning Advocacy  
Pennsylvania Department of Community and  
Economic Development

Lisa Worden

DVRPC Co-Counsel

Pennsylvania Co-Counsel  
New Jersey Co-Counsel

James Kilcur  
Thomas Coleman

DVRPC Staff: Barry J. Seymour, Richard Bickel, John Ward, Patty Elkis, Candy Snyder, Richard Murphy, Kwan Hui, Sean Greene, Chris Puchalsky, Elizabeth Schoonmaker, Thomas McGovern, Jane Meconi, Michael Boyer, Brett Fusco, Elise Turner, Amy Bernknopf, Jesse Buerk, John Coscia, Jr., Taghi Ozbeki, Beth Wichser, Sarah Oaks, Kim Dean, Zoe Neaderland, and Renee Wise.

Guests

Cross County Connection TMA  
Montgomery County Planning Commission  
Pennsylvania Department of Transportation (Dist. 6)

New Jersey Department of Transportation  
Chester County Planning Commission  
3M  
PlanPhilly  
S.A.V.E.  
Citizen of Bucks County  
Montgomery County  
Delaware Valley Citizens Transportation Committee  
Philadelphia Inquirer

William Ragozine  
Alana Shaw  
Linda Guarini  
Lester Toaso  
Andrew Clark  
Randy Waltermayer  
Leah Picone  
Christine Fisher  
Julie Gardner  
Sue Herman  
Bridget Chadwick  
Lorraine Brill  
Paul Nussbaum

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

Chair James Simpson called the meeting to order at 10:03 a.m. Chair Simpson thanked the Board for their support and the opportunity to Chair the DVRPC Board meetings.

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

Sue Herman, a citizen of Bucks County, submitted public comments regarding the insufficiency of the June 27, 2013 Board minutes. She requested that her public comments, and those of Dennis Winters of the Clean Air Council, be attached to the June 27, 2013 Board minutes on DVRPC's website. Bridget Chadwick of Montgomery County requested that the public comments she submitted prior to the July 25, 2013 Board meeting be amended. A response from DVRPC's Executive Director Barry Seymour followed, agreeing to attach the public comments to the Board minutes on DVRPC's website, and to amend Ms. Chadwick's comments.

### **1. Minutes of Meeting of June 27, 2013**

A **motion** was made by Ms. Cutler, seconded by Mr. Farrell, to approve the minutes of June 27, 2013 as distributed.

On a **motion** by Ms. Marseglia, seconded by Ms. Richards, an amendment was proposed to include the public comments. The original motion was amended as requested, and adopted unanimously by the Board.

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

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

#### **2a. PA13-41: Montgomery County Act 13 Local Bridges, (Various MPMS#s), Montgomery County**

Montgomery County has requested that DVRPC amend the FY2013 - 2016 TIP for Pennsylvania by adding eight new local bridge projects to the TIP for design, right-of-way, and construction in FY13 in the amount of \$897,825 using the 2012 allocation of Act 13 funds. These are additional funds to the region.

The eight bridges that have been requested are:

1. Black Rock Road over Mill Creek (MPMS# 98008) in Lower Merion Township in the amount of \$329,904 (\$58,465 final design, \$2,500 right-of-way, and \$268,939 construction). The scope includes abutment underpinning, scour control measures, installation of safety features, sign repair, steel beam painting, re-pointing of stone work, and sidewalk repair;
2. Old Gulph Road over Mill Creek (MPMS# 98009) in Lower Merion Township in the amount of \$65,540 (\$11,525 final design, \$1,000 right-of-way, and \$53,015 construction). The scope includes abutment underpinning, scour control measures, minor stone arch patching, and roadway repair;
3. Ashbourne Road over Tookany Creek (MPMS# 98010) in Cheltenham Township in the amount of \$79,400 (\$14,000 final design, \$1,000 right-of-way, and \$64,400 construction). The scope includes scour control measures, debris sediment removal, installation of safety measures, minor concrete patching, and approach roadway and sidewalk repair;
4. Sumneytown Pike over Towamencin Creek (MPMS# 98011) in Upper Gwynedd Township in the amount of \$33,900 (\$5,875 final design, \$1,000 right-of-way and \$27,025 construction). The scope includes scour control measures, upgrading and repair of safety features, minor patching and roadway repair;
5. Germantown Pike over branch of Stoney Creek (MPMS# 98012) – East Norriton Township in the amount of \$142,600 (\$24,750 final design, \$4,000 right-of-way, and \$113,850 construction). The scope includes scour control measures, re-establish wing wall fill, channel deposition removal, upgrade safety features, approach roadway repair, and sidewalk repair;
6. Ashmead Road over SEPTA (MPMS# 98013) – Cheltenham Township in the amount of \$161,377 (\$28,103 final design, \$4,000 right-of-way, and \$129,274 construction). The scope includes replacement of deck joints, deck and curb repair, deck overlay, sidewalk repair, pier and wing wall repair, safety feature upgrade, and roadway approach repair;
7. Green Lane Road over Deep Creek (MPMS# 98014) – Upper Frederick Township in the amount of \$24,800 (\$4,250 final design, \$1,000 right-of-way, and \$19,550 construction). The scope includes scour countermeasures, safety feature installations and signing repair;
8. Mount Pleasant Avenue over Wissahickon Creek (MPMS# 98015) – Whitpain Township in the amount of \$60,304 (\$10,590 final design, \$1,000 right-of-way, and

\$48,714 construction). The scope includes scour countermeasures, debris and deposition removal, concrete repair, safety features upgrades, and signing repair.

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

Act 13 of 2012, is a recent Pennsylvania State law which establishes a Marcellus Legacy Fund that allocates a portion of the Marcellus Shale Impact Fee to the Highway Bridge Improvement Restricted Account in the Motor License Fund. These funds are distributed to counties (proportionately based on population) and are to be used to fund the replacement or repair of locally owned (county or municipal), at-risk, deteriorated bridges. In collaboration with the County Commissioners Association of Pennsylvania (CCAP), the Pennsylvania Department of Transportation (PennDOT) has defined an at-risk deteriorated bridge to be one that is structurally deficient including those that are posted with weight restrictions.

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

Favorable recommendation was received from the Regional Technical Committee.

Montgomery County Commissioner Leslie Richards expressed that she was happy to see this item on the agenda since nearly half of the 130 bridges in the county are structurally deficient. This action will enable the county to remove these bridges from the structurally deficient list.

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

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

PA13-41: Montgomery County's request that DVRPC amend the FY2013-2016 TIP for Pennsylvania by adding eight new local bridge projects to the TIP for design, right-of-way, and construction in FY13 in the amount of \$897,825 using the 2012 allocation of Act 13 funds.

1. Black Rock Road over Mill Creek (MPMS# 98008) in Lower Merion Township in the amount of \$329,904 (\$58,465 final design, \$2,500 right-of-way, and \$268,939 construction);
2. Old Gulph Road over Mill Creek (MPMS# 98009) in Lower Merion Township in the amount of \$65,540 (\$11,525 final design, \$1,000 right-of-way, and \$53,015 construction);

3. Ashbourne Road over Tookany Creek (MPMS# 98010) in Cheltenham Township in the amount of \$79,400 (\$14,000 final design, \$1,000 right-of-way, and \$64,400 construction);
4. Sumneytown Pike over Towamencin Creek (MPMS# 98011) in Upper Gwynedd Township in the amount of \$33,900 (\$5,875 final design, \$1,000 right-of-way and \$27,025 construction);
5. Germantown Pike over branch of Stoney Creek (MPMS# 98012) – East Norriton Township in the amount of \$142,600 (\$24,750 final design, \$4,000 right-of-way, and \$113,850 construction);
6. Ashmead Road over SEPTA (MPMS# 98013) – Cheltenham Township in the amount of \$161,377 (\$28,103 final design, \$4,000 right-of-way, and \$129,274 construction);
7. Green Lane Road over Deep Creek (MPMS# 98014) – Upper Frederick Township in the amount of \$24,800 (\$4,250 final design, \$1,000 right-of-way, and \$19,550 construction);
8. Mount Pleasant Avenue over Wissahickon Creek (MPMS# 98015) – Whitpain Township in the amount of \$60,304 (\$10,590 final design, \$1,000 right-ofway, and \$48,714 construction).

**2b. PA13-42: Ellis Town Center, (MPMS# 96946) Delaware County**

PennDOT has requested that DVRPC amend the FY2013 - 2016 TIP for Pennsylvania by adding a new project to the TIP, Ellis Town Center, with a \$5,680,000 (\$4,000,000 State 581e/\$1,680,000 local match) construction phase in FY14. These are additional funds to the region, provided by discretionary economic development funds from the Secretary of Transportation. The \$4,000,000 is provided by the Transportation Investment Infrastructure Funds (TIIF) and the local match is provided by the developer, BPG. The overall estimated transportation construction cost of this project, is \$12,000,000, while the private development investment is estimated at \$544,000,000.

This funding will implement Phase 1 of the Roadway Improvements for the Ellis Preserve planned development. Phase 1 includes: constructing a bypass/relief route (Loop Road), from PA 3 at the Medical Drive intersection to PA 252 at the existing SAP access, widening Clyde Lane from two lanes to four lanes by adding a left turn lane and a right turn lane on the southbound approach to PA 3, widening Bishop Hollow Road from two lanes to three lanes by adding a right turn lane on the northbound approach to PA 3, constructing a southbound PA 252 right turn lane at Winding Way, widening the northern side of PA 3 from Clyde Lane to Winding Way to account for an anticipated future westbound PA 3 through lane, extending the PA 3 westbound left turn lane at Bishop Hollow, installing ADA compliant pedestrian facilities on all four corners of the PA 3/Clyde Lane/Bishop Hollow Road intersection, installing ADA compliant pedestrian

facilities on the southwest corner of the Winding Way/PA 252 intersection, installing ADA compliant pedestrian facilities on northwest and southwest corners of the PA 252/ SAP Driveway (Loop Road) intersection, installing ADA compliant pedestrian facilities on northeast corner of the PA 3/ Winding Way/Roe Lane intersection, installing a new traffic signal at the Winding Way/Clyde Lane intersection to work in conjunction with the existing/new signal at the Winding Way/PA 252 intersection, installing new traffic signal equipment at the PA 3/Clyde Lane/Bishop Hollow Road intersection, installing new traffic signal equipment at the PA 252/ SAP Driveway (Loop Road) intersection, installing new traffic signal equipment at the PA 3/ Winding Way/Roe Lane intersection, and retiming traffic signals along PA 3 and PA 252.

The whole multi-phased project is a 210-acre master planned development located near the intersection of Route 252 (Newtown Road) and Route 3 (West Chester Pike) in Newtown Square. Plans for future development are being finalized and will include a fully integrated mixture of office, retail and residential uses. Ellis Town Square will offer a variety of retail stores and dining establishments designed around open aired central plazas and pedestrian pathways.

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

Favorable recommendation was received from the Regional Technical Committee.

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

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

PA13-42: PennDOT's request that DVRPC amend the FY2013-2016 TIP for Pennsylvania by adding a new project to the TIP, Ellis Town Center with a \$5,680,000 (\$4,000,000 State 581e/\$1,680,000 local match) construction phase in FY14. These are additional funds to the region.

**2c. PA13-43: Speakman's Covered Bridge/Frog Hollow Road, (MPMS# 14200) Chester County**

PennDOT has requested that DVRPC modify the FY2013 - 2016 TIP for Pennsylvania by adding the construction phase of a project, Speakman's Covered Bridge/Frog Hollow Road, back into the TIP in the amount of \$1,800,000 (FY13 construction phase \$1,442,000 HCB, FY14 construction phase \$358,000 BOO), and also by increasing the final design phase by \$75,000 State 185.

This bridge carries Frog Hollow Road over Buck Run. The bridge is located between

East Fallowfield and West Marlborough Townships in Chester County and is a historic wooden covered bridge. This proposed rehabilitation of the bridge will include removing the steel piers and footings; five steel plate girders will replace the current floor beams and the all timber deck and running boards will be replaced with new treated lumber.

Funded by competitive Historic Covered Bridge (HCB) funds, the project was scheduled to be let in 2007 but due to a resident filing a preliminary objection that prevented the Right-of-Way Unit from issuing right-of-way clearance, the project was effectively stopped. As a result of legal negotiations, the preliminary objection has been dropped on the condition that the project advance to construction as agreed upon with the Department's Chief Counsel.

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

Favorable recommendation was received from the Regional Technical Committee.

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

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

PA13-43: PennDOT's request that DVRPC modify the FY2013-2016 TIP for Pennsylvania by adding the construction phase of a project, Speakman's Covered Bridge/Frog Hollow Road, back into the TIP in the amount of \$1,800,000 (FY13 construction phase \$1,442,000 HCB, FY14 \$358,000 BOO), and also by increasing the final design phase by \$75,000 State 185.

**2d. NJ12-75: Sign Structure Replacement Contract 2011-1 (DB# 11427),  
Statewide**

NJDOT has requested that DVRPC amend the FY2012–2015 STIP for New Jersey by adding a \$7,200,000 STP construction phase in FY13 to Sign Structure Replacement Contract 2011-1 (DB# 11427). The project locations and the scope of work were not completely identified FY2012-2021 STIP period until now.

This statewide project requires the construction phase in FY13 in order to move forward in the capital project delivery process for the removal and replacement of existing sign structures that have now been identified in the priority list. In the DVRPC region, the project will remove and replace three currently in-service sign structures in the City of Camden, Camden County, and two in Ewing Township, Mercer County.

Route Number	Milepost	County	Municipality	Station Number	Existing Structure Number	Proposed Structure Number
I-676 SB	3.49 NB	Camden	Camden City	STA. 22+24.12	0430-209	0430-209
I-95 NB	1.37	Mercer	Ewing Twp	STA. 183+25.24	1120-202	1120-202
29 NB	8.6	Mercer	Ewing Twp	STA. 74+08	1109-200	1109-200

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

Favorable recommendation was received from the Regional Technical Committee.

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

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

NJ12-75: NJDOT’s request to amend the FY2012–2021 STIP for New Jersey by adding a \$7,200,000 STP construction (CON) phase in FY13 to Sign Structure Replacement Contract 2011-1 (DB# 11427).

**2e. NJ12-76: Rail Rolling Stock Procurement (DB# T112), NJ TRANSIT**

NJDOT has requested that DVRPC modify the FY2012-2015 TIP for New Jersey by increasing funding for NJ TRANSIT’s Rail Rolling Stock Procurement (DB# T112), by \$14,000,000 CMAQ funds from \$4,395,000 to \$18,395,000 CMAQ funds for FY13 Capital Acquisition (CAP). Per FHWA direction, \$28 million federal funds were just released in the State of New Jersey by closing out old projects, thus making additional funds available to the state. NJTPA will also program \$14 million CMAQ funds in the NJTPA regional TIP for the purchase of rail cars. Funds will be subsequently flexed to the FTA.

Funds will be used to purchase new multi-level rail cars (MLVs) to be added to the existing fleet of rail cars, which will enable NJ TRANSIT to continuously meet ridership demand on the Northeast Corridor line, including major NJ TRANSIT rail stations of Trenton, Hamilton, and Princeton Junction. MLVs were first introduced to the Northeast Corridor line in December 2006. Each MLV can provide 15 to 20 percent more seating capacity than single-level coaches and will be completely compatible with NJ TRANSIT’s existing cars and locomotives, infrastructure, facilities, and stations. They also meet all the requirements for ADA accessibility (including vestibule widths) and

feature high-tech automated public address systems and LED destination screens. On the upper and lower levels of each car, every seat will be a window or aisle seat to ensure all of the car's seats are usable. There is an open, intermediate "mezzanine" level at each end of the car as well, which includes areas for wheelchairs, carts, strollers, bicycles, and luggage. Finally, the multi-level cars provide 25 inches of knee room that is an inch more than NJ TRANSIT's Comet V single-level cars.

Financial constraint will be maintained as this modification uses increased additional funds to the region.

Favorable recommendation was received from the Regional Technical Committee.

A public comment was received from Avri Dub of Montgomery County who questioned the need for additional purchase of rolling stock. A response from NJ Transit clarified that this action is to replace and upgrade existing stock.

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

NJ12-76: NJDOT's request to modify the FY2012–2015 TIP for New Jersey by increasing funding for NJ TRANSIT's Rail Rolling Stock Procurement (DB# T112), by \$14,000,000 CMAQ funds from \$4,395,000 to \$18,395,000 CMAQ funds for FY13 Capital Acquisition (CAP). Funds will be subsequently flexed to the FTA.

**3. Adoption of the Conformity Finding of the DVRPC Connections 2040 Long-range Plan, FY 2013 PA and FY 2014 NJ Transportation Improvement Programs (TIPs)**

Sean Greene, DVRPC Senior Transportation Planner, Office of Long-Range Planning and Economic Coordination, explained to the Board that the 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 2040 Long-Range Plan (Plan) and FY 2013 PA and FY 2014 NJ TIPs.

In June 2013, the DVRPC opened a 30-day public comment period to receive comments on the draft conformity finding of the Connections 2040 Long-Range Plan (Plan) and FY 2013 PA and FY 2014 NJ TIPs. This conformity finding covers:

- Ozone (the entire DVRPC planning area);

- Annual and 24-hour PM2.5 (the Philadelphia-Wilmington, PA-NJ-DE PM2.5 Non-attainment Area);
- Annual and 24-hour PM2.5 (the DVRPC portion of the New York-Northern New Jersey-Long Island, NY-NJ-CT PM2.5 Nonattainment Area) and,
- Carbon Monoxide (the entire DVRPC planning area).

DVRPC held a public comment period from June 7, 2013 to July 8, 2013, and hosted two public meetings on June 12, 2013 in Cherry Hill, New Jersey and June 27, 2013 in Philadelphia, Pennsylvania.

Favorable recommendation was received from the Regional Technical Committee.

Barbara Holcomb, DRPA, questioned why the number of days that violated air quality standards was so much lower in 2009 than in other years. Mr. Greene responded that 2009 was a particularly cold, wet, windy summer and therefore was not conducive to ozone formation.

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

The conformity finding of the Connections 2040 Long-Range Plan and FY 2013 PA and FY 2014 NJ Transportation Improvement Programs by approving Resolution B-FY14-001.

**4. Adoption of the DVRPC FY2014-2017 Transportation Improvement Program (TIP) for New Jersey**

Elizabeth Schoonmaker, DVRPC Capital Program Manager, 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. These same laws and regulations require the MPO to have a long-range plan and to update that plan periodically as new conditions or policies are determined or to amend that plan to include new components. A minimum 30-day comment period must be conducted prior to a formal action to adopt the TIP or update/amend the plan. DVRPC undertakes a major TIP Update every year for either the Pennsylvania or New Jersey counties in the region; at this time, the PA and NJ TIPs are updated on alternating years. Staff presented the Draft DVRPC FY2014 TIP for New Jersey with Recommended Changes for adoption by the DVRPC Board as the Final DVRPC FY2014 TIP for New Jersey.

Work began in September 2012, on the development of the FY2014-2017 TIP. The New

Jersey Subcommittee of the RTC, under the direction of the DVRPC staff, has been working on a Draft TIP that meets the requirements of the federal laws and regulations, including those concerning financial constraint, air quality, plan consistency, and environmental justice.

The Draft DVRPC FY2014-2017 TIP for New Jersey contains over 130 projects worth almost \$1.7 billion (an average of \$437 million per year), including over \$900 million dollars for projects primarily addressing the highway system and almost \$850 million for transit projects for DRPA/PATCO and NJ TRANSIT. Additionally, NJDOT's Statewide Program totals \$2.9 billion, and benefits all three MPO regions in the state.

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 NJDOT, as negotiated for this region's projects. All non-exempt projects have been included in the regional conformity analysis.

### Public Involvement

The Draft TIP document was made available for public review during a 30+ day period, which started on May 17, 2013, and ended on June 18, 2013. Legal notices explaining the public comment process were published in the Philadelphia Inquirer, the Philadelphia Tribune, Al Dia, the Trentonian, and the Courier Post. Media advisories were issued prior to the start of the public comment period, and the Public Comment Period was announced on DVRPC's homepage, [www.dvrpc.org](http://www.dvrpc.org). An email notice was also sent to over 10,000 individuals, organizations, and DVRPC affiliated groups. A paper mailing of the public notice was also sent to contacts who had no email addresses. All TIP related documents were published on the Internet, copies were placed at major public libraries in New Jersey, and printed documents were distributed to many stakeholders and made available at the public meeting. DVRPC held a public meeting at the Cherry Hill Public Library to give the public the opportunity to verbally present comments about the process and projects to state, county, transit, and DVRPC staff. Paper documents were also made available. It is worth noting that the public comment period was conducted jointly with NJDOT and NJ TRANSIT and also served as an opportunity to comment on New Jersey's State Transportation Improvement Program (STIP).

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 meeting, 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.

In response to Title VI and Environmental Justice concerns, outreach was targeted 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.

As of the July 25 Board meeting, 12 individuals or agencies provided written comments on the TIP, addressing close to 40 different issues. Our partner agencies have contributed responses to comments that were received during the public comment period.

#### Conformity Finding:

DVRPC has worked closely with the Transportation Conformity Interagency Consultation Group (ICG) to ensure that the region has addressed the set of regulations issued by US DOT and US EPA concerning the impact of the TIPs and long-range plan. The regulations prescribe specific emissions analyses and procedures to be performed, which DVRPC has employed under the guidance of the ICG. 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.

DVRPC’s conformity analysis of the Connections 2040 Long-range Plan, the Draft FY2014 TIP for NJ, and the FY2013 TIP for PA, conform to the respective State Implementation Plans of Pennsylvania and New Jersey and all applicable National Ambient Air Quality Standards requirements under the Clean Air Act. Emissions of monitored pollutants for each analysis year will be less than the permitted budgets, and the TIP and the Long-Range Plan contribute to the achievement and maintenance of the national ambient air quality standards.

#### Cost and Source of Funds:

The FY2014 TIP for NJ is fiscally constrained to the funding determined to be reasonably available to the region, as provided by NJDOT. The NJDOT financial

guidance reflects a reasonable distribution of available state and federal funds to the region and the other MPOs in the state.

Adoption at the July meeting permits the DVRPC TIP, along with the other MPO TIPs, to be included in the NJ Statewide TIP (STIP) for timely submission of those documents by NJDOT to the federal funding agencies for approval before the current TIP expires on September 30, 2013.

Favorable recommendation was received from the Regional Technical Committee.

Chair Simpson thanked Elizabeth for her presentation and all of her work on the TIP. Executive Director Barry Seymour thanked Elizabeth, her staff, and Board members and their staffs for all of their work on the TIP.

A public comment was received from John Boyle of the Bicycle Coalition of Greater Philadelphia who questioned whether DVRPC has or would be adopting a Complete Streets policy. Executive Director Barry Seymour responded that DVRPC does not have a formal Complete Streets policy. He explained that as a bi-state agency, it is necessary to find a common ground across the two states but that the work that DVRPC does is fully supportive of the ideas of Complete Streets.

Lou Cappelli, Camden County Freeholder, thanked Chair Simpson for his efforts to facilitate the progress of the Missing Moves and Direct Connect programs.

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

The DVRPC FY2014-FY2017 Transportation Improvement Program (TIP) for New Jersey with the proposed recommended changes as the region's official selection of transportation projects for federal funding, by adopting the Resolution, B-FY14-002.

##### **5. Adoption of the *Connections 2040* Plan for Greater Philadelphia**

Michael Boyer, DVRPC Manager, Office of Long-Range Planning and Economic Coordination, explained to the Board that federal requirements mandate Metropolitan Planning Organizations (MPOs), such as DVRPC, develop a long-range transportation plan with a minimum 20-year horizon that identifies how federal transportation funding will be spent in the region. The *Connections 2040* Plan fulfills this requirement, and also serves as a blueprint for the future growth and development of the region.

The Plan is organized around four core planning principles:

- Manage Growth and Protect the Environment
- Create Livable Communities

- Build the Economy
- Establish a Modern Multimodal Transportation System

The Plan vision calls for a more sustainable future that offers a superior quality of life by increasing mobility choices, preserving more open space, reinvigorating our existing communities, and reducing demand for energy. In this future, more compact, mixed-use development will shorten distances between destinations, and encourage alternative forms of transportation. Less energy use will help to reduce CO2 emissions, making the region more sustainable and economically competitive. By spending less on building new infrastructure, more money can be invested in improving our existing core infrastructure.

The Plan identifies the investments we will need to make in our transportation system to achieve such a future. Due to the expansiveness and age of our transportation system, this Vision Plan leans heavily toward investments that rebuild and preserve our existing facilities. It also identifies critical projects that help our system operate more efficiently and new facilities that expand our system's capacity. Unfortunately, due to declining transportation funding, we can only achieve a portion of that vision.

*Connections 2040* examines the causes of our funding crisis and puts forth some options for addressing the shortfall, in order to begin a regional discussion on how we can achieve the vision. The Plan identifies a prioritized set of projects, based on quantitative analysis of need, that are able to be funded with anticipated revenues over the life of the Plan.

The Connections Plan was developed through significant stakeholder and public outreach. Specific elements included listening sessions throughout the region, focus groups, newsletters, web applications, and a transportation funding scenario exercise. A public comment period from June 7 to July 8, 2013 culminated the public outreach effort. DVRPC held two public information sessions, one in Philadelphia, and one in Cherry Hill, NJ, in conjunction with the comment period.

Favorable recommendation was received from the Regional Technical Committee.

Executive Director Barry Seymour thanked Michael Boyer and Brett Fusco for all of their hard work on the Plan. Additionally, he thanked the Board members and their staffs for all of their coordination and assistance.

Public comments were received from Thomas McHugh of Montgomery County who questioned whether DVRPC had removed from the Plan its focus on reducing greenhouse gas emissions. Executive Director Barry Seymour noted that the focus had

not been removed but that it had been moved within the Plan document, from the Economy section to the Environment section. Public comments were submitted by John Boyle of the Bicycle Coalition of Greater Philadelphia who felt that the Philadelphia Bicycle and Pedestrian Plan should have been called out in the Plan as a major regional transportation project. Mr. Seymour responded that there are many such plans across the region and that this plan is incorporated in the Circuit and other regional plans, at regional scale. Public comments were submitted by Bridget Chadwick regarding the need for further details inside the Plan document on how greenhouse gas emissions are calculated, and how they are being related to transportation modeling. Mr. Seymour responded that DVRPC tries to make the Plan as readable and concise as possible, and for this reason, broad categories are used. There is information about greenhouse gas calculations in the supplemental materials of the Plan.

Lorraine Brill, Delaware Valley Citizens Transportation Committee, submitted public comments about the description of the Roosevelt Boulevard Line in the vision plan. She added that she had consulted with a SEPTA representative on the wording in the draft and felt that there was a need to describe what the vision is now and to update the amount of funds for the project. DVRPC's Mike Boyer said that he did not want to commit to a specific mode because a work program study will be done on this next year.

Bridget Chadwick of Montgomery County asked that her online comments be corrected and the original format of her comments be restored. She asked that the subscripts of her equations be corrected, and that the explanation of the acronyms used should be separated to make it as readable as possible. Mr. Seymour responded that the comments would be corrected.

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

The *Connections 2040 Plan for Greater Philadelphia*, as the official long-range plan for the DVRPC region, by adopting Resolution B-FY14-003.

Terence Farrell, Chester County Commissioner, commented that the Plan lays out a vision and notes the lack of available funding. He noted that perhaps when funding opens up and there is place for additional modes of funding (public/private partnerships, authorities, etc.) to occur, the vision might be able to be implemented.

Following this discussion, the **MOTION was WITHDRAWN.**

**MOTION** by Mr. Farrell, seconded by Ms. Cutler, that the Board adopt:

The *Connections 2040 Plan for Greater Philadelphia*, as the official long-range plan for the DVRPC region, by adopting Resolution B-FY14-003, as amended to read:

At the seventh “Whereas” clause: “particularly to build the economy and to establish a modern multimodal transportation system.”

The Board unanimously adopted this **motion**.

## **DISCUSSION ITEM**

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

Barbara Holcomb, DRPA, welcomed Mr. Simpson and congratulated him on his new position as Chair of the DVRPC Board.

Lou Millan, NJ Transit, thanked DVRPC for all of their work and coordination with the TIP and Long-Range Plan.

Jonathan Crum, FHWA, PA, thanked DVRPC for all of their hard work and congratulated them on the Long-Range Plan.

James Requa, NJ Department of Community Affairs, congratulated DVRPC on the Long-Range Plan.

Leslie Richards, Montgomery County Commissioner, reported that the county would be the hosts, with SEPTA, of a scoping review for the extension of the Norristown High Speed Line to King of Prussia. There are funding issues for this project and the county is looking for other funding options.

Lou Cappelli, Camden County, reported that the county is updating its master plan and part of that effort is a community survey. Brochures will be going out to residents, and the county will have a booth at the WXPN Waterfront Festival in Camden as well.

Linda F. Hill, Delaware County, thanked Rich Bickel, and DVRPC staff for coming to Delaware County for their Planning Commission Meeting and presenting the Route 30 Corridor Study.

Terence Farrell, Chester County, called the Board’s attention to the handout that was provided to Board members, the Local Farm Products 2013 Guide from the Chester County Agricultural Development Council. The Guide emphasizes the intersection between food, transportation, and health. The interconnection of the trails, the exercise, and the food, has made Chester County the healthiest in the commonwealth.

Lisa Worden, Department of Community and Economic Development, reported that her office is currently working with the city to get the word out about the Goldman Sachs

10,000 Small Businesses Program that is currently in effect. It is a five-year program and there are many opportunities available. Ms. Worden asked Board members to let her know about their chambers of commerce, departments of community and economic development, and any organizations that work with small businesses, to assist with this program.

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

### **a. Pennsylvania Transportation Funding**

Mr. Seymour commented that when DVRPC was doing the 2035 Long-Range Plan four years ago, Pennsylvania had just enacted Act 44 and there was a lot of hope for additional funding from tolling I-80. At that time, many committee members expressed the desire to throw more money into the Plan. DVRPC did not do so but promised to amend the Plan if additional funding became available. This time DVRPC noted Governor Corbett's proposal in the Plan but since nothing has happened yet with the Transportation funding bill, we did not include any projected funding. We would be happy to amend the Plan in the future if more funding becomes available.

### **b. STC and Public Participation**

Mr. Seymour called the Board's attention to a memo from PennDOT's Jim Ritzman about State Transportation Commission hearings. Instead of holding separate State Transportation Commission hearings, this year PennDOT will have a web portal and online and interactive opportunities. There will be a regional State Transportation Commission representative who will participate in the PA TIP hearings.

### **c. Strategic Planning Workshop**

Mr. Seymour reported that DVRPC would be holding a strategic planning workshop next week. Senior staff will come together and review things like: challenges facing the region, what the commission does well, what should the commission be doing going forward, and how can the commission best pay for that work. After that internal discussion, there will be a Board discussion of these issues, next year's work program, and looking forward over next several years. DVRPC will try to organize this discussion for the Board in October.

### **d. Public Disclosure Policy**

Mr. Seymour reported that the New Jersey Open Records Office has ruled that as a bi-state agency, DVRPC is not subject to the Open Records Act in New Jersey. In addition, the Pennsylvania Supreme Court has denied an appeal to reverse the Commonwealth Court decision that DVRPC is not subject to the Right-to-Know Law in Pennsylvania. DVRPC is currently rewriting its public disclosure policy and will be coming back to the Board for adoption in September.

e. PA Democratic Policy Committee

Mr. Seymour called the Board's attention to the fact that he will be giving testimony at the Pennsylvania Democratic Policy Committee. A draft of his comments was included for the Board's review and he asked the Board to let him know if there is anything they would like him to say or report.

f. RideECO Update

Mr. Seymour reported on the status of the RideECO Program. The rebranded RidECO Program rolled out in November of last year and DVRPC has been doing promotions and outreach. The program has lost very few customers and has more companies enrolled than a year ago. The program did lose the School District of Philadelphia because they stopped offering this commuter benefit. Mr. Seymour called the Board's attention to a press release in the Board folders about DVRPC's partnership with Enterprise whereby Enterprise Rent-A-Car members will get a discount on RideECO and vice versa.

## **10. Committee Reports**

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

- (1) Regional Technical Committee; (2) 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 meeting was adjourned at 11:46 a.m. on a

**MOTION** by Mr. Farrell, seconded by Ms. Cutler.

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

I certify that this is a true and correct copy.

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Renee Wise, Recording Secretary