

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

BOARD COMMITTEE

Minutes of Meeting of April 24, 2014

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

Membership Present

Representative

New Jersey Department of Community Affairs
New Jersey Department of Transportation

Joyce Paul
James Simpson
Dave Kuhn

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

James Mosca
Chris Howard
Ron Henry
Kate Schramm
Diane Ellis-Marseglia
Lynn Bush

Chester County

Terence Farrell

Delaware County

Ronald Bailey

Montgomery County

John McBlain

Burlington County

Linda Hill

Camden County

Jody Holton

Gloucester County

Carol Ann Thomas

Mercer County

Lou Cappelli

City of Chester

Andrew Levecchia

City of Philadelphia

Richard Westergaard

City of Camden

(not represented)

City of Trenton

(not represented)

Rina Cutler

Edward Williams

(not represented)

Non-Voting Members

Federal Highway Administration
New Jersey Division

(not represented)

Pennsylvania Division

Jonathan Crum

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	Byron Comati
New Jersey Transit Corporation	Lou Millan
New Jersey Department of Environmental Protection	(not represented)
Pennsylvania Department of Environmental Protection	Patrick Patterson
Delaware River Port Authority	Barbara Holcomb
Port Authority Transit Corporation	Phil Spinelli
	Ben Cornelius
	Alan Miller
 New Jersey Office of Planning Advocacy	
Pennsylvania Department of Community and Economic Development	 Lisa Worden

DVRPC Co-Counsel

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

DVRPC Staff: Barry J. Seymour, John Ward, Patty Elkis, Paul Smith, Chris Puchalsky, Candy Snyder, Elizabeth Schoonmaker, Rick Murphy, Kwan Hui, Taghi Ozbeki, Tom McGovern, Jane Meconi, Brett Fusco, and Renee Wise.

Guests

NJDOT	Monica Etz
3M	Leah Picone
CCCTMA	William Ragozine
PlanPhilly	Christine Fisher
Clean Air Council	Dennis Winters
Citizen of Bucks County	Sue Herman

Call to Order - Chair's Comments

Chair James Simpson called the meeting to order at 10:05 a.m.

Public Comments on Agenda and Non-Agenda Items

No public comments were stated.

1. Minutes of Meeting of March 27, 2014

A **motion** was made by Mr. Henry, seconded by Mr. Mosca, to approve the minutes of March 27, 2014.

2. Transportation Improvement Program (TIP Actions)

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

2a. PA13-70: Congested Corridor Program Statewide Funding, (Various MPMS#s) Various Counties

PennDOT has requested that DVRPC amend the FY 2013 - 2016 TIP for Pennsylvania by adding two new Congested Corridor Program funded projects, Newtown Bypass and Street Road Adaptive Signal Controls (MPMS# 102278) and I-476/I-95 Interchange (MPMS# 102276), to the TIP in the total amount of \$3,750,000 (\$1,080,000 CAQ/ \$2,270,000 STP/ \$400,000 State 581) for preliminary engineering and construction in FY14. The DVRPC region has been allocated \$3,750,000 out of a total of \$8,867,000 from the Statewide Congested Corridor Program Reserve (MPMS# 95269) for FY14. These are additional funds to the region and must be obligated by September 30, 2014. The purpose of the Congested Corridor Program is to address roadway congestion and safety issues tied to congestion in an innovative, low-cost, and cost-effective manner.

Funding from this statewide initiative will be provided for:

- 1.) Newtown Bypass and Street Road Adaptive Signal Controls (MPMS# 102278), Bucks County - \$1,750,000 (FY14 PE: \$30,000 STP; FY14 CON: \$640,000 STP/ \$1,080,000 CAQ)

Funds will provide for Adaptive Traffic Signal Control on Street Road from Philmont Avenue to State Road in Bensalem Township and on the Newtown Bypass from Durham Road/Newtown Shopping Center Driveway to the intersection of I-95 and Newtown Bypass in Newtown Township, Bucks County. This project will upgrade 35 total existing static closed loop system traffic signals to more responsive adaptive traffic signal systems at 13 intersections along the Newtown Bypass, 19 intersections along Street Road, and three (3) adjacent intersections along corridors intersecting with Street Road (Hulmeville Road, Mechanicsville Road).

As major thoroughfares, the Newtown Bypass and Street Road are congested subcorridors in the DVRPC Congestion Management Process where existing static closed loop system traffic signals cannot adequately adjust to changing traffic volumes

unlike adaptive signal control systems. Both are also found on the statewide High Crash List. The Street Road corridor in Bensalem Township is ranked highest on the state's High Crash List and sections of the Newtown Bypass are ranked #163 and #260th in the state. The Newtown Bypass serves as a primary route for moving regional commuters and quarry trucks to and from I-95 carrying 15,000 to 21,000 directional vehicles per day, while Street Road connects I-95 and the Pennsylvania Turnpike through densely developed areas carrying 20,000 directional vehicles per day.

Recent PennDOT experience when deploying responsive adaptive traffic signal systems has resulted in 30 to 40 percent reductions in travel time, stops, and delay. Reducing traffic congestion on both roads can additionally make it plausible to address safety concerns by adding protected left turn phases at intersections.

2.) I-476/I-95 Interchange (MPMS# 102276), Delaware County - \$2,000,000
(FY14 PE: \$160,000 STP/ \$40,000 State 581; FY14 CON: \$1,440,000 STP/ \$360,000 State 581)

Funds will provide for lane modifications between the I-95 NB/I-476 NB interchange and the entrance of the MacDade Boulevard ramp on I-476 NB. Pavement reconstruction, resurfacing, and restriping of the I-95/I-476 NB segment in Delaware County, including new sign installments, will accommodate these modifications. Specifically, the existing three-lane I-95 NB approaching I-476 NB will convert its middle lane to a through or exit lane to I-476 NB. Vehicles can then continue on I-95 NB using the two lanes on I-95 NB or exit to I-476 NB using the other two lanes. A drop right lane will be added on the I-95 SB to I-476 NB segment at MacDade Boulevard and on I-476 NB (650 feet south of the MacDade Boulevard ramp). A single lane will also be created from two existing lanes for a portion of I-95 SB to I-476 NB.

As a result, the level of service (LOS) for I-95 NB approaching the I-476 NB exit area is expected to improve from LOS F/[E] to LOS E/[D] during AM/[PM] peak hours. LOS is also expected to improve from LOS D/[C] to C/[C] for the three-lane section between I-95 and MacDade Boulevard approaching I-476 NB.

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

Favorable recommendation was received from the Regional Technical Committee.

Diane Marseglia asked if there would be improvement made to the exit off of I-95 at Street Road. Ms. Schoonmaker replied that this project does not include improvement to that area. Public comments were received from Leonard Fritz of Gloucester County who asked if there would be right of way take-in as part of this project. A response followed that there is no required additional right-of-way for both of the Congested

Corridor Program projects. State Representative Steve Santarsiero, Mayor DiGirolamo from Bensalem, and the Township Manager from Newtown, all sent in letters of support for the Street Road and Newtown Bypass projects.

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

MOTION by Mr. McBlain, seconded by Ms. Marseglia, that the Board approve the following TIP action:

PA13-70, PennDOT's request that DVRPC amend the FY 2013-2016 TIP for Pennsylvania by adding two new Congested Corridor Program funded projects, Newtown Bypass and Street Road Adaptive Signal Controls (MPMS# 102278) and I-476/I-95 Interchange (MPMS# 102276), to the TIP in the total amount of \$3,750,000 (\$1,080,000 CAQ/ \$2,270,000 STP/ \$400,000 State 581) for preliminary engineering and construction in FY14. Congested Corridor Program funds are additional to the region, provided by the Statewide Congested Corridor Program Reserve (MPMS# 95269), which will fund the following projects:

1. Newtown Bypass and Street Road Adaptive Signal Controls (MPMS# 102278), Bucks County - \$1,750,000 (FY14 PE: \$30,000 STP; FY14 CON: \$640,000 STP/ \$1,080,000 CAQ)
2. I-476/I-95 Interchange (MPMS# 102276), Delaware County - \$2,000,000 (FY14 PE: \$160,000 STP/ \$40,000 State 581; FY14 CON \$1,440,000 STP/ \$360,000 State 581)

2b. PA13-71: Vehicle Overhaul Program, (MPMS# 60582) SEPTA

SEPTA has requested that DVRPC modify the F Y2013 - 2016 TIP for Pennsylvania by increasing the Vehicle Overhaul Program (MPMS# 60582) by \$12,840,000 overall accordingly: increase FY14 CAP phase by \$9,853,000 (\$3,577,000 Section 5307/ \$4,630,000 Section 5309/ \$1,599,000 State 1514 Bond/ \$47,000 Local) from \$50,966,000 to \$60,819,000, and increase the FY15 CAP phase by \$2,987,000 (\$1,000,000 Section 5307 decrease/ \$3,907,000 State 1514 Bond increase/ \$80,000 Local increase) from \$56,499,000 to \$59,486,000. These cost modifications will align SEPTA's federal funding in accordance with MAP-21 and FFY14 appropriations.

Funding for this program contributes to enhancing service reliability by providing for the systematic replacement or upgrade of systems on SEPTA's rolling stock. As a result of this program, a vehicle can achieve maximum performance throughout its useful life for optimal service reliability, service quality, as well as efficient performance for passenger comfort and satisfaction.

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

Favorable recommendation was received from the Regional Technical Committee.

Chair Simpson asked what kind of equipment would be overhauled. Byron Comati (SEPTA) responded that the overhaul would be on all fleet types. The money is for serious overhaul issues, from 37-year-old commuter rail fleet to the 11 to 12-year-old buses.

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

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

PA13-71, SEPTA's request that DVRPC modify the FY 2013-2016 TIP for Pennsylvania by increasing the Vehicle Overhaul Program (MPMS# 60582) by \$12,840,000 overall accordingly: increase FY14 CAP phase by \$9,853,000 (\$3,577,000 Section 5307/ \$4,630,000 Section 5309/ \$1,599,000 State 1514 Bond/ \$47,000 Local) from \$50,966,000 to \$60,819,000, and increase the FY15 CAP phase by \$2,987,000 (\$1,000,000 Section 5307 decrease/ \$3,907,000 State 1514 Bond increase/ \$80,000 Local increase) from \$56,499,000 to \$59,486,000, in accordance with MAP-21 and FY14 appropriations.

2c. NJ14-22: Signs Program, Statewide, (DB# X39) Various Counties

NJDOT has requested that DVRPC amend the FY 2014 - 2017 STIP for New Jersey by adding \$500,000 NHPP funds to each year from FY14 to FY18 totaling \$2,500,000 NHPP for Engineering/Construction (EC) and by including in the scope of work the replacement of signs that are not in compliance with the current MUTCD (Manual on Uniform Traffic Control Devices). This action would federalize (add federal funds to) NJDOT's Statewide Signs Program.

Funds will provide for the systematic upgrade of State highway signs, including the refurbishment of deteriorated signs, installment of new signs, replacement of signs that are not in compliance with the current Manual on Uniform Traffic Control Devices (MUTCD), and the improvement and update of messages. Existing mile marker signs on the Interstates will be replaced, as they are not MUTCD compliant. The new signs will be placed every other tenth of a mile (even tenths and mile) and will be back-to-back signs.

Financial constraint will be maintained by making adjustments to other existing STIP projects whose 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. Westergaard, that the Board approve the following TIP action:

NJ14-22, NJDOT's request that DVRPC amend the FY 2014 - 2017 STIP for New Jersey by adding \$500,000 NHPP funds to each year from FY14 to FY18 totaling \$2,500,000 NHPP for Engineering/Construction (EC) and by including in the scope of work the replacement of signs that are not in compliance with the current MUTCD (Manual on Uniform Traffic Control Devices). This action would federalize (add federal funds to) NJDOT's Statewide Signs Program.

3. FY 2015 Planning Work Program Amendment: NEC Future – DVRPC Forecasting Work

Chris Puchalsky, DVRPC's Associate Director of Systems Planning, explained that NEC FUTURE is a comprehensive planning effort to define, evaluate, and prioritize future investments in the Northeast Corridor (NEC), launched by the Federal Railroad Administration (FRA) in February 2012. The NEC FUTURE program includes both a Service Development Plan (SDP) and a broad environmental analysis known as a Tier 1 Environmental Impact Statement (EIS).

The forecasting approach for NEC FUTURE includes the development of a new inter-regional (inter-city) forecasting model to estimate the implications for expanding and improving the rail mode between urban areas along the NEC. For travel within local areas, the NEC FUTURE team is using an approach where each of the local regional forecasting models will be applied individually to estimate impacts to travel within urban areas. DVRPC will support the NEC FUTURE Team in the development of the Tier 1 EIS.

Favorable recommendation was received from the Regional Technical Committee.

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

MOTION by Mr. Mosca, seconded by Ms. Cutler, that the Board approve:

The Work Program Amendment entitled “NEC Future – DVRPC Forecasting Work” and authorize the Executive Director to enter into a contract with the NEC FUTURE Joint Venture team for this project.

4. Appointment of Nominating Committee for Fiscal Year 2015 DVRPC Board Officers

Mr. Seymour announced that a nominating committee needs to be selected to appoint candidates for Fiscal Year 2015 (July 1, 2014 through June 30, 2015) DVRPC Board Officers. The Chair alternates between Pennsylvania and New Jersey and must be from Pennsylvania for FY 2015. The recommended committee is as follows:

Amy Herbold, New Jersey Governor’s Authorities Unit
Joyce Paul, New Jersey Department of Community Affairs
Edward Williams, City of Camden
Ronald Henry, Pennsylvania Governor’s Appointee
James Ritzman, PennDOT,
Rina Cutler, City of Philadelphia

The committee will report the candidates at the May Board Meeting and elections will take place at the June Board Meeting. Interested candidates for officer positions can contact Nominating Committee members, or indicate their interest at the May meeting. Mr. Seymour noted that DVRPC’s Bylaws, which detail the process, could be found in the Board folder.

On a **motion** by Mr. Mosca, seconded by Mr. Farrell, the Board unanimously approved the recommended Nominating Committee.

DISCUSSION ITEMS

5. One Minute Reports

Barbara Holcomb, DRPA, reported that she recently attended the New Jersey State Highway Plan Update and that a lot of good discussion and great ideas emerged. She thanked Dave Kuhn for putting together such a good session.

Phil Spinelli, PATCO, introduced PATCO’s new Assistant General Manager, Ben Cornelius.

Byron Comati, SEPTA, reported that SEPTA’s Capital Budget and 12-Year Capital Program is being released to the public at a public forum for comment and input on April

28 at 11:00 a.m. and 5:00 p.m. The operating budget for SEPTA is being presented to the counties and will end with a presentation in Chester County.

Jonathan Crum, FHWA, PA, thanked DVRPC's Elizabeth Schoonmaker and her staff for their work on updating the Pennsylvania TIP. There has been a lot of input and decisions being made.

Chris Howard, NJ Governor's Authorities Unit, introduced himself to the Board.

Jim Mosca, PennDOT, reported that Pennsylvania is working hard to deal with all of the potholes that have sprung up. Already PennDOT has used four times the amount of material that it does in a typical year.

Jody Holton, Montgomery County, reported that Leslie Richards is not at the Board meeting because she is participating in a press conference for the release of Montgomery County's new economic development plan called Montgomery County MC2B Initiative, serving businesses in Montgomery County. It is an opportunity to combine a variety of different economic development corporations and workforce training services under one umbrella in the department of commerce. Additionally, a new loan opportunity for local businesses, called "Montco Opportunity Loan Program" is being unveiled. This is an attempt to make it a one-stop shop for all businesses in Montgomery County.

Lou Cappelli, Camden County, reported that the county is completing \$3.3 million in road repairs due to potholes and poor road conditions resulting from the recent winter weather.

John McBlain, Delaware County, thanked SEPTA and reported that improvements are going forward on the Media-Elwyn line. Additionally the county is very happy that the trolley line from Darby to Colwyn is going to be repaved.

Terence Farrell, Chester County, reported that the county would be celebrating the official opening of Chester Valley Phase II on May 5 at 5:00 p.m. The ceremonies will be held right off of the entrance of Route 252.

Rina Cutler, City of Philadelphia, reported that PennDOT would be announcing that the City has won a competitive grant from the National Highway Traffic Safety Administration and Federal Highway Administration worth \$525,000 for pedestrian safety education and enforcement. Additionally, there will be a press conference at 2:00 p.m. today to announce the launch of the City's bike share program, with the selection of operator for the program and vendor for the system.

Presentations

6. Update on ongoing DVRPC Transit Planning and Ridership Forecasting Work

Greg Krykewycz, DVRPC's Manager of Transit, Bicycle, and Pedestrian Planning, and Chris Puchalsky, DVRPC Associate Director for Systems Planning, updated the Board on the status of major transit planning and ridership forecasting projects being conducted by DVRPC during the current fiscal year, and highlighted six upcoming projects.

Executive Director Barry Seymour explained that the BRT bus stop is meant to be a short-term quick fix alternative for Roosevelt Boulevard and that the city is applying for a TIGER grant to look for a more comprehensive redesign for the longer term. Rina Cutler, City of Philadelphia, noted that Roosevelt Boulevard is one of the most dangerous roadways in the United States. This alternative is a short-term plan that can be implemented relatively quickly and the hope is for a more transformative long-term plan for the roadway. Byron Comati, SEPTA, added that the long-term transformative plan would allow for a fixed guideway and for transit.

Executive Director Barry Seymour noted that the City Branch project is very challenging and there are a lot of questions about what to do with it. Ron Henry, Pennsylvania Governor's Appointee, asked about whether a "Philadelphia Highline" recreational development is going to be created on part of this area. Barry Seymour responded that the area to the east of Broad Street, which is not part of the current transit study, could be used in this capacity. Byron Comati noted that part of that area, which is the Reading Viaduct, is owned by the Reading International and the City of Philadelphia and a discussion is ongoing with them about this piece and how it will be used. Another portion is a SEPTA-owned piece. The city is trying to secure this piece from SEPTA in order to create an elevated recreational space.

Chair Simpson asked whether there are ridership forecasts available for the Glassboro-Camden line and whether this study supports any kind of federal investment. Chris Puchalsky, DVRPC, responded that the forecasts are not yet available but that they will be similar to the AA forecasts, which should be roughly 18,000 riders. He explained that this study did not look at the federal investment and that it was not done looking at New Starts money. Lou Cappelli, Camden County, asked if estimates would include projected growth in areas like Woodbury and Glassboro as a result of the light rail. Mr. Puchalsky responded that the growth was taken into account in the areas that would be affected by the light rail.

Bryon Comati asked about what the software (TREDIS) that was used in studying the economic impacts of PATCO actually does. Mr. Puchalsky responded that TREDIS looks at the various economic impacts of transportation projects. It looks at how the money spent by PATCO through its capital budget and operating budget filters through the economy and creates jobs, the economic impacts of those labor markets that are created, and economic impacts of congestion we don't have because of PATCO. Mr. Seymour noted that DVRPC's modeling staff looked at various economic development software before determining which to use.

Lou Millan, NJ Transit, asked whether the proposed King of Prussia extension is envisioned as a trip generator or as a destination. Chris Puchalsky responded that this extension will generate trips and get travel flowing in both directions and that park and ride stations may be needed. There will be two, three, or four stations on this line but that has not yet been determined. Bryon Comati, SEPTA, noted that this is a reasonably short spur of about three miles. Mr. Puchalsky noted that having a relatively short spur would connect a lot of activity locations.

7. 2010 Employment Centers Study and Regional Economic Cluster Analysis

Mary Bell, DVRPC's Manager of Demographic and Economic Analysis, explained that DVRPC is currently in the process of updating Greater Philadelphia's regional Comprehensive Economic Development Strategy (CEDS), as required by the U.S. Economic Development Administration every five years. Two studies were identified that will serve as background for the CEDS update. The first identifies and describes employment centers in the nine-county DVRPC region, defined as integrated, concentrated areas of non-residential development that share transportation and land use linkages. The second discusses regional economic clusters, based on the method and definitions advanced by the U.S. Cluster Mapping Project.

8. Executive Director's Report

a. Investing in People and Places Series

Mr. Seymour called the Board's attention to DVRPC's "Investing in People and Places" events that discussed the region's priorities for economic development, public investment, job creation, and talent retention and attraction. The events took place on March 14 at DVRPC, March 20 at Montgomery County Community College, and April 11 at the Camden County Boathouse. DVRPC partnered with Select Greater Philadelphia, the Economy League of Greater Philadelphia, Southern NJ Development Council, and Ben Franklin Technology for these events. The sessions were well-attended and received a lot of good feedback.

b. Planning and Public Health Forum

Mr. Seymour reported that DVRPC and the Health Promotion Council (HPC) joined together for this symposium that connected professionals from the fields of public health and planning to foster a better understanding among practitioners. Participants learned about data sources, useful tools to better serve our communities, and successful collaborations. Participants left with new ideas and opportunities for partnerships. The event took place on April 2 at DVRPC. The follow up from this is a new task force formed to keep these conversations going. The task force will meet on May 16 and the discussion will focus on air quality issues.

c. Performance Measures

Mr. Seymour noted that FHWA's Performance Measures Workshop will be taking place at DVRPC on April 30 and will run all day, continuing for a half day on May 1. Pennsylvania, New Jersey, and Delaware, as well as the state DOTs and MPOs will all be participating but counties and cities are welcome to attend as well. DVRPC will have to respond to these measures with the Long-Range Plan and the workshop will help to inform the direction things are going.

d. Rail Users Network Conference

Mr. Seymour called the Board's attention to the Rail Users Network, a national organization of different communities that is working with their transit agencies on promoting transit service and smart development around transit service. The organization is having an event at DVRPC on May 2. Mr. Seymour encouraged Board members and alternates to attend.

e. Atlanta Region Visit to Philadelphia

Mr. Seymour reported that the Atlanta region has organized a Regional Leaders trip and a group of about 100 business leaders, elected officials, and others will be in and around Philadelphia from May 7-9. DVRPC has organized a trip to Collingswood and Haddon Heights for the group. SEPTA and PennDOT are participating in the sessions and Mr. Seymour encouraged Board members and alternates to get involved.

f. Bike Counts and Survey

Mr. Seymour noted that DVRPC has been working with the City of Philadelphia, SEPTA, the Bicycle Coalition of Greater Philadelphia, and Code for Philly, which is a civic group that develops tech applications for civic use. They are developing an application for smartphones that keeps track and records bicycle trips in terms of time, location, purpose, and routes, called CyclePhilly. This will help create a crowd-sourced database of bicycle travel around the region and will help in planning future facilities. Mr. Seymour asked Board members to pass this along to their staffs and contacts. There will also be seasonal surveys on some of the trails to collect bicycle counts, and permanent bicycle counters will be installed on a number of trails in the region. All of this will give DVRPC good hard data for our model in order to be able to do seasonal and time of day adjustments for future forecasts.

g. Transit Revitalization Investment District Amendments

Mr. Seymour called the Board's attention to a summary of the Pennsylvania Senate Bill 1210 hearing, which took place in Upper Darby on April 22. DVRPC's Rich Bickel testified about the Transit Revitalization Investment District (TRID) Act. This was adopted years ago and generated excitement about creating a value capture around transit stations that could be used for local infrastructure investment but it has not been used as widely as hoped. This bill provides more flexibility in use of TRID. Senator Pileggi is the prime sponsor of the bill and Senators Rafferty and Erickson were involved in the hearing as well as Representative Micozzi.

h. Board Policy Analysis Committee meeting

Mr. Seymour reminded Board members that the Board Policy Analysis Committee meeting would be taking place on May 5 from 10 a.m. to 12:00 p.m. An agenda will be distributed next week and discussion may include Long-Range Plan amendments, performance measures, economic development ideas, and new staff projects. Mr. Seymour encouraged Board members or their staff to attend.

i. PennDOT Multimodal Transportation Fund

Mr. Seymour reported that at the last Board meeting he informed the Board about DCED's Multimodal Fund. Recently PennDOT has introduced a Multimodal Transportation Fund, which is a complement to the DCED and Commonwealth Financing Authority program. PennDOT's version has the same eligibility, projects, and funding levels, however, DCED's applications are due June 20 and PennDOT's are due June 30. The available funding is

\$20 million at PennDOT and \$40 million at DCED but this will grow year by year. Guidelines for the program are in the Board packets.

j. Online Broadband Technology Training Program

Mr. Seymour called the Board's attention to a statewide consortium of online training courses in which DVRPC has been involved. There is a catalog of over 100 courses available for users. DVRPC is helping to administer this program, which is an effort to help in workforce development. Mr. Seymour encouraged Board members to inform their partners and constituents of the program and offered DVRPC's assistance as well.

k. Peer to Peer Freight Planning Exchange

Mr. Seymour reported that DVRPC participated in a peer to peer freight planning exchange with Rhode Island and FHWA. The exchange also included MPOs from Baltimore, Washington, Wilmington, northern and southern New Jersey, and state DOTs. The peer exchange was initiated by Rhode Island and proved to be informative and mutually beneficial.

l. New Jersey Funding Trails Guide

Mr. Seymour noted that DVRPC staff has developed a funding guide for trails in New Jersey. There was a companion piece last month in Pennsylvania. This is a follow up to DVRPC's William Penn Foundation funding program and an effort to let everyone know of other funding opportunities available.

m. DVRPC Media Highlights for 2013

Mr. Seymour called the Board's attention to a compilation of media highlights for 2013 that DVRPC staff put together. DVRPC was mentioned in 638 articles including the Philadelphia Inquirer and PlanPhilly.

n. TAP Program

Mr. Seymour reported that the due date has passed to submit applications for the TAP program in Pennsylvania. A total of 48 applications were received in Pennsylvania, from five counties. DVRPC will be reviewing the applications with staff and partners and coming back to the Board for approval. In New Jersey, applications for TAP and Safe Routes to School were due May 30 but the deadline has been extended to June 30.

9. Committee Reports

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

(1) Regional Technical Committee

John Ward, DVRPC Deputy Planning Director, reported that at the last RTC meeting Kale Driemeier, DVRPC Transportation Planner, Office of Freight and Aviation Planning, presented an overview of aviation activities and facilities in the region and on the update of the Regional Aviation System Plan (RASP). The RASP compiles aviation related data, trends, and analysis and provides recommendations and objectives to guide aviation planning in the region for the near future. Mary Bell (DVRPC) informed the RTC that DVRPC is currently in the process of updating Greater Philadelphia's regional Comprehensive Economic Development Strategy (CEDS), and two studies have helped inform that process. One describes employment centers in the DVRPC region, and the second report discusses regional economic clusters. Another presentation was on Web-based Geospatial Tools for Planning. The browser-based Geospatial tools are allowing GIS and other datasets to be easily accessed by non-GIS experts to support local decision-making. The ease of use and real-time accessibility of these tools allow them to be used live during meetings or in the field via mobile computing devices. The RTC was also briefed on the new cyclical bike count program (and the recent request for committee help with count locations), as well as the pending CyclePhilly smartphone survey for regional cyclists. Mr. Ward also thanked SEPTA for sharing its very interesting and informative video on its vehicle overhaul program.

(2) Delaware Valley Goods Movement Task Force

Ted Dahlburg, DVRPC Manager, Office of Freight and Aviation Planning, reported that at the last Delaware Valley Goods Movement Task Force meeting, Jeff Moore of Region 2 of the Federal Railroad Administration discussed crude oil transport by rail in North America and to Delaware Valley refineries and bulk transfer facilities. The presentation highlighted the extent of shale plays across North America, which has resulted in the uptick of domestic crude activity in recent years. Another interesting presentation was about the Panama Canal Expansion. Professor Frank Falcone of Villanova University provided an overview of the history of canal development and the context of Panama in the global shipping network. The need for expansion is related to increasing demand for traffic and new Post-Panamax ships that exceed the current capacity of the canal. Robert Bright, President of Talson Solutions, LLC provided further insight to the canal project. Also in attendance was Consul General of Panama, Georgia Athanasopoulos who highlighted the recent improvements in Panama including the recently opened metro system. Another presenter was Stephen Shafer of the Maritime Administration who presented on the role of the administration and the new StrongPorts Program.

OLD BUSINESS

No old business was stated.

NEW BUSINESS

No new business was stated.

There being no further business, the meeting was adjourned at 11:42 a.m. on a **MOTION** by Mr. Farrell, seconded by Ms. Cutler.

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

I certify that this is a true and correct copy.

Renee Wise, Recording Secretary