

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

BOARD COMMITTEE

Minutes of Meeting of June 26, 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
Pennsylvania Department of Transportation

Joyce Paul
Dave Kuhn
James Ritzman
James Mosca
Amy Herbold
Kate Schramm
Catherine Thurston

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

Lynn Bush
Terence Farrell
Ronald Bailey
Linda Hill
Leslie Richards
Jody Holton

Delaware County
Montgomery County

Burlington County

Bruce Garganio
Carol Ann Thomas
Andrew Levecchia
Richard Westergaard
Donna Lewis
William Payne
Andrew Stober
Edward Williams
Jeffrey Wilkerson

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

Non-Voting Members

Federal Highway Administration
New Jersey Division

Calvin Edghill

Pennsylvania Division
U.S. Department of Housing and Urban Development,

Jonathan Crum

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	(not represented)
Delaware River Port Authority	Barbara Holcomb
Port Authority Transit Corporation	Ben Cornelius
New Jersey Office of Planning Advocacy	Alan Miller
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, Candy Snyder, Elizabeth Schoonmaker, Rick Murphy, Kwan Hui, Taghi Ozbeki, Tom McGovern, Jane Meconi, Sean Greene, Mike Boyer, Brett Fusco, Ryan Gallagher, Matt Gates, Karen Cilurso, Joe Banks, Katrina Lawrence, Joe Fazekas, Ted Dahlburg, Kale Driemeier, Amy Miller, Elise Turner, Betsy Mastaglio, Julia Strapp, and Renee Wise.

Guests

PennDOT	Linda Guarini
Pennoni Associates	Donald Shanis
CCCTMA	William Ragozine

Call to Order - Chair's Comments

Vice Chair Leslie Richards called the meeting to order at 10:03 a.m.

Public Comments on Agenda and Non-Agenda Items

Executive Director Barry Seymour noted that a letter was submitted by Joseph Minott of the Clean Air Council in support of the DVRPC Board's approval of Federal Highway Interstate Maintenance Program funds to SEPTA in order to provide additional transit capacity during the reconstruction of major portions of I-95 north of Philadelphia's central business district.

1. **Minutes of Meeting of May 22, 2014**

A **motion** was made by Mr. Kuhn, seconded by Mr. Farrell, to approve the minutes of May 22, 2014.

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

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

2a. **PA13-80: High Friction Surfaces, (MPMS #102572), Various Counties**

PennDOT has requested that DVRPC amend the FY2013 TIP for Pennsylvania by adding a new \$2,445,000 HSIP funded project, High Friction Surfaces (MPMS #102572), for construction in FY14. Funds from the federal Highway Safety Improvement Program (HSIP) aim to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-state-owned public roads, and require a data-driven, strategic approach to improving highway safety on all public roads. This project is required to be let this FFY 2014 in order to maximize use of current year obligation authority, which has increased as a result of MAP-21, and as there has been a push to implement HSIP improvements statewide.

This project was selected by District 6-0 Traffic Unit and Bureau of Highway Traffic Safety District and approved for HSIP funding by PennDOT's Central Office Safety Engineering and Risk Management section among a series of low/mid-cost systemic safety improvement projects. High Friction Surface projects were approved based on an analysis of crash locations that have a history of slide-off-the-road crashes.

Funds will provide for the installation of high friction surfaces (HFS) (or the highest level of skid resistance) on top of existing roadway to decrease the number of crashes along high crash roadway curves throughout the DVRPC five-county region in Pennsylvania. Applying HFS contributes to vehicular safety by helping motorists maintain better control in dry and wet driving conditions, particularly at locations where they may brake excessively (e.g., when driving around a curve).

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

2b. PA13-81: I-476, Mid County Expressway Roadway Reconstruction, (MPMS #80479), Montgomery County

PennDOT has requested that DVRPC modify the FY2013 TIP for Pennsylvania by increasing the construction phase in FY14 from \$1,342,000 to \$7,842,000 NHPP funds by adding \$6,500,000 NHPP funds from the NHPP Reserve Line Item (MPMS #82216) to FY14 construction. Additional construction funding is requested to cover additional approved and pending work orders, contract adjustments, costs due to approved extended contract time, and potential claims for extra work completed for the project. These additional construction funds are on top of the approved \$87 million total roadway construction estimate.

This project involves the complete reconstruction of 4.1 miles of I-476 from the Schuylkill Expressway (I-76) to the Mid-County Toll Plaza of the Pennsylvania Turnpike (I-276). New concrete pavement construction and rehabilitation of six (6) dual mainline bridges and one (1) overhead bridge are included, plus roadway reconstruction, shoulder widening, sinkhole remediation, signing upgrades, acceleration/deceleration lane upgrades, drainage improvements, and various bridge rehabilitation work. This request for additional funding will cover the additional five foot (5') concrete median barriers installed at the Ridge Pike Interchange, additional ITS/CCTV cameras at I-476/I-76 interchange installed on two ramps and at the I-476/PA Turnpike interchange, upgraded guiderail connections at all bridges, pipe repair on I-76 westbound, foundation replacement for a sign structure, and various work order balances.

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. Ritzman, seconded by Mr. Kuhn, that the Board approve the following TIP actions:

PA13-80, PennDOT's request that DVRPC amend the FY2013 TIP for Pennsylvania by adding a new \$2,445,000 HSIP funded project, High Friction Surfaces (MPMS #102572), for construction in FY14.

PA13-81, PennDOT's request that DVRPC modify the FY2013 TIP for Pennsylvania by increasing the construction phase in FY14 from \$1,342,000 to \$7,842,000 NHPP funds

by adding \$6,500,000 NHPP funds from the NHPP Reserve Line Item (MPMS #82216) to FY14 construction.

2c. PA13-82: Approval of Six Resurfacing Projects, (Various MPMS#s), Various Counties

PennDOT has requested that DVRPC amend the FY2013 TIP for Pennsylvania by adding six new resurfacing projects totaling \$27,120,000 SPIKE-581 (s581) funds for final design in FY14 (\$120,000 s581 total) and construction in FY14 (\$13,440,000 s581 total) and FY15 (\$13,560,000 s581 total). Three projects are in Bucks County totaling \$13,900,000; one project is in Delaware County totaling \$3,520,000; and two projects are in Montgomery County totaling \$9,700,000. These are additional Act 89 funds to the region as projects were selected by Round 2 of PennDOT's statewide Surface Treatment Program.

Funds will provide for the resurfacing of 74.86 total segment miles of roadway in Bucks, Delaware, and Montgomery counties. One project in Bucks County (MPMS #102375) will also include the reconstruction of curb ramps to the latest Americans with Disability Act (ADA) standards. These resurfacing projects are estimated to be let by the end of August 2014 and fully completed by April 2016. The six projects are listed as follows:

1) SR 232 Resurfacing BucksCo (MPMS #102373), Bucks County - \$1,800,000 (\$20,000 final design in FY14; \$880,000 construction in FY14; and \$900,000 construction in FY15)

5.9 total segment miles of road resurfacing on Windy Bush Rd (SR 0232) from Durham Road (SR 0413) to River Road (SR 0032) in Wrightstown, Upper Makefield, Solebury Townships and New Hope Borough of Bucks County.

2) SR 132 Resurfacing BucksCo (MPMS #102374), Bucks County - \$7,600,000 (\$20,000 final design in FY14; \$3,780,000 construction in FY14; and \$3,800,000 construction in FY15)

18.06 total segment miles of road resurfacing on Street Road from Davisville Road to Bustleton Pike (SR 0532) in Warminster, Upper Southampton, Lower Southampton Townships and Street Road from Easton Road (SR 0611) to Davisville Road in Warrington and Warminster Townships in Bucks County.

3) SR611/SR1001 Pave/Reconst (MPMS #102375), Bucks County - \$4,500,000 (\$20,000 final design in FY14; \$2,230,000 construction in FY14; and \$2,250,000 construction in FY15)

13.1 total segment miles of pavement/reconstruction of curb cut ramps to latest Americans with Disability Act (ADA) standards, along PA 611 (Easton Road) and State Route 1001 (Main Street) in Bucks County.

4) SR0003 Resurfacing DelCo (MPMS #102835), Delaware County - \$3,520,000 (\$20,000 final design in FY14; \$1,740,000 construction in FY14; and \$1,760,000 construction in FY15)

9.8 total segment miles of road resurfacing on Route 3 (both directions) from Lawrence Road (SR 1020) to Philadelphia County line in Marple, Haverford, Upper Darby, and Millbourne Townships, Delaware County.

5) SR 0611 Resurfacing MontCo (MPMS #102376), Montgomery County - \$7,500,000 (\$20,000 final design in FY14; \$3,730,000 construction in FY14; and \$3,750,000 construction in FY15)

22 total segment miles of road resurfacing on Route 611 from the Philadelphia County line to Bucks County line (Cheltenham Township, Jenkintown Borough, Abington, Upper Moreland, & Horsham Townships) in Montgomery County.

6) SR0232 Resurfacing MontCo (MPMS #102377), Montgomery County - \$2,200,000 (\$20,000 final design in FY14; \$1,080,000 construction in FY14; and \$1,100,000 construction in FY15)

Six (6) total segment miles of road resurfacing of Huntingdon Pike (SR 0232) from Rockledge Borough line to SR 0063 in Rockledge Borough, Abington, Upper Moreland, and Horsham Townships in Montgomery County.

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

Favorable recommendation was received from the Regional Technical Committee.

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

MOTION by Ms. Bush, seconded by Mr. Levecchia, that the Board approve the following TIP action:

PA13-82, PennDOT's request that DVRPC amend the FY2013 TIP for Pennsylvania by adding six new resurfacing projects totaling \$27,120,000 SPIKE-581 (s581) funds for construction in FY14. Three projects are in Bucks County totaling \$13,900,000; one project is in Delaware County totaling \$3,520,000; and two projects are in Montgomery County totaling \$9,700,000. These six projects are listed as follows:

1) SR 232 Resurfacing BucksCo (MPMS #102373), Bucks County - \$1,800,000 (\$20,000 final design in FY14; \$880,000 construction in FY14; and \$900,000 construction in FY15)

- 2) SR 132 Resurfacing BucksCo (MPMS #102374), Bucks County - \$7,600,000 (\$20,000 final design in FY14; \$3,780,000 construction in FY14; and \$3,800,000 construction in FY15)
- 3) SR611/SR1001 Pave/Reconst (MPMS #102375), Bucks County - \$4,500,000 (\$20,000 final design in FY14; \$2,230,000 construction in FY14; and \$2,250,000 construction in FY15)
- 4) SR0003 Resurfacing DelCo (MPMS #102835), Delaware County - \$3,520,000 (\$20,000 final design in FY14; \$1,740,000 construction in FY14; and \$1,760,000 construction in FY15)
- 5) SR 0611 Resurfacing MontCo (MPMS #102376), Montgomery County - \$7,500,000 (\$20,000 final design in FY14; \$3,730,000 construction in FY14; and \$3,750,000 construction in FY15)
- 6) SR0232 Resurfacing MontCo (MPMS #102377), Montgomery County - \$2,200,000 (\$20,000 final design in FY14; \$1,080,000 construction in FY14; and \$1,100,000 construction in FY15)

2d. PA13-83: Bucks County Act 13 Local Bridges, (Various MPMS#s), Bucks County

Bucks County has requested that DVRPC amend the FY2013 TIP for Pennsylvania by adding three (3) new local bridge projects for preliminary engineering, final design, and construction in FY14 in the amount of \$1,758,577 using the 2012 and 2013 allocation of Act 13 funds. These are additional funds to the region.

The three bridges that have been requested are as follows:

- 1) Bridge Street over Cooks Creek (MPMS #98220) - \$750,000 (\$5,000 for preliminary engineering; \$20,000 for final design; and \$725,000 for construction) – This project was previously programmed to draw from the Local Bridge Line Item (MPMS #95447) for preliminary engineering in FY16, but it will now advance to FY14 due to Act 13 funds.

Work to be performed on this structurally deficient county bridge #198 in Springfield Township includes the replacement of steel stringers, grid deck and abutment and backwalls to correct the superstructure problems as well as other maintenance and safety improvements at the approaches.

- 2) Red Lion Road over Poquessing Creek (MPMS #102710) - \$405,000 (\$10,000 for preliminary engineering; \$20,000 for final design; \$375,000 for construction)

Work to be performed on this structurally deficient county bridge #286 in Bensalem Township includes rehabilitation of the stone masonry spandrel walls and arches, as well as replacement of the parging along the inside of the arch rings to correct the

superstructure problems. In addition, substructure maintenance and safety improvements at the approaches will be completed, as there are currently no safety features on the bridge or at the bridge approaches.

3) Bucks Road over East Branch Perkiomen Creek, (MPMS #102711) - \$604,000 (\$25,000 for preliminary engineering; \$75,000 for final design; \$504,000 for construction)

Work to be performed on this structurally deficient county bridge #339 in Bedminster Township includes the replacement of steel truss members, stringer to floor beams connections, steel stringers, grid deck, abutment seat and backwalls to correct the superstructure problems as well as other substructure maintenance and safety improvements at the approaches.

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

Act 13 of 2012 is a 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 are additional funds to the region.

Favorable recommendation was received from the Regional Technical Committee.

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

MOTION by Ms. Bush, seconded by Ms. Lewis, that the Board approve the following TIP action:

PA13-83, Bucks County's request that DVRPC amend the FY2013 TIP for Pennsylvania by adding three (3) new local bridge projects for preliminary engineering, final design, and construction in FY14 in the amount of \$1,758,577 using the 2012 and 2013 allocation of Act 13 funds. These are additional funds to the region. The three projects are listed as follows:

1) Bridge Street over Cooks Creek (MPMS #98220) - \$750,000

- 2) Red Lion Road over Poquessing Creek (MPMS #102710) - \$405,000
- 3) Bucks Road over East Branch Perkiomen Creek, (MPMS #102711) - \$604,000

2e. PA13-86: PA 422, Resurfacing (PM2), (MPMS #86924), Montgomery County

PennDOT has requested that DVRPC modify the FY2013 TIP for Pennsylvania by adding a final design phase in FY14 in the amount of \$350,000 NHPP, and a utility phase in FY14 in the amount of \$200,000 NHPP.

This project is approaching the end of the preliminary engineering phase and funds are being requested to begin final design. In the final design phase, the road/bridge restoration plans will be detailed and finalized and another inspection of the road will take place to identify the latest deterioration of the pavement. Funds for the final design and utility phases need to be obligated as soon as possible in order to keep the project moving and on schedule.

This is a betterment project which includes concrete patching, diamond grinding, spall repair, rehab and seal all joints or overlay, upgrading or replacement of guiderail, mile post sign repair or replacement, and pavement marker installation for six segment miles on Route 422 eastbound and westbound.

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.

The Regional Technical Committee did not review this action as it was received after the Committee meeting.

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

MOTION by Ms. Richards, seconded by Mr. Levecchia, that the Board approve the following TIP action:

PA13-86, PennDOT's request that DVRPC modify the FY2013 TIP for Pennsylvania by adding a final design phase in FY14 in the amount of \$350,000 NHPP, and a utility phase in FY14 in the amount of \$200,000 NHPP.

3. Adoption of New Memorandum of Understanding Among New Jersey Transit Corporation, The New Jersey Department of Transportation, The North Jersey Transportation Planning Authority, the Delaware Valley Regional Planning

Commission and the South Jersey Transportation Planning Organization for Exchange of Program Funds Federal Fiscal Years 2014 Through 2018

Elizabeth Schoonmaker, DVPRC Capital Program Manager, explained that a new MOU (Memorandum of Understanding) was adopted last summer among New Jersey Transit, NJDOT, North Jersey Transportation Planning Authority, DVRPC, and the South Jersey Transportation Planning Organization, which provided the general parameters of the exchange of program funds among those agencies for implementing capital projects in the NJ Transportation Improvement Programs (TIPs) for all three New Jersey MPO's and the State Transportation Improvement Program (STIP).

An element of the MOU was to revise and re-adopt/amend the MOU every year in order to remain consistent with the NJDOT Capital Program. This Program Funds Exchange amount will vary slightly every year depending on the exact amount of STP suballocation, the annual state TTF appropriation, and will also be dependent on evaluation of which funding type (federal or state) is most appropriate for a given project. For the FY15 Fiscal Year the levels of STP-STU funding to be swapped/exchanged in the DVRPC region will total \$7.938 million. Projects in the DVRPC region that must remain federal or state funded necessitate a fluctuation of the DVRPC fund exchange for the next few years.

Statewide, close to \$85.938 million of STP sub-allocated funding (federal funds dedicated for MPO assignment) would be made available annually during federal fiscal years 2014 through 2018 for New Jersey Transit use. In return, an equal amount of State Transportation Trust Fund funding will be made available for MPO assignment. The Program Exchange for DVRPC in FY15 entails exchanging \$7,938,000 State TTF NJ TRANSIT funds for an equal portion of DVRPC's STP-STU federal funds for local projects in the TIP. This exchange will not result in any loss or gain of funds. Some of the historically funded STP-STU projects will advance with state rather than federal funds, though review and requirements for the local program will be the same as the federally funded DVRPC/Local Aid process.

The MOU for this Program Funds Exchange will be presented for adoption every year.

The entire MPO sub-allocation of STP funds will not be included in the Program Funds Exchange. The DVRPC region will retain approximately \$14.8 million in FY15 of federal STP-STU funds for appropriate use, as there are some projects that will be best implemented using federal funds. Anticipated state TTF and federal STP-STU programming for local projects in the DVRPC region is indicated in the DVRPC FY2014 NJ TIP, and in NJDOT's FY2015 Capital Program.

Favorable recommendation was received by the Regional Technical Committee.

Executive Director Barry Seymour noted that the important issue for the counties is that the funds for the projects that are shared with the counties will now be state funds and not federal funds but that there will be no increase in funds.

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

MOTION by Mr. Levecchia, seconded by Mr. Kuhn, that the Board adopt:

The Memorandum of Understanding Among New Jersey Transit Corporation, The New Jersey Department of Transportation, The North Jersey Transportation Planning Authority, the Delaware Valley Regional Planning Commission and the South Jersey Transportation Planning Organization for Exchange of Program Funds to reflect FY15 exchange levels.

4a. FY 2015 Work Program Amendment: PA Coastal Zone Management and Philadelphia Green Stormwater Infrastructure for Municipal Parking Lots Work Program Project

Amy Miller, DVRPC Environmental Planner, Office of Environmental Planning, explained that DVRPC has administered the Pennsylvania Coastal Zone Management (CZM) Program in partnership with the PA Department of Environmental Protection (PADEP) since the early 1980s. To assist PA DEP in meeting their federal match requirements for the 2015 federal fiscal year; DVRPC identified additional tasks and outside funding to supplement the FY15 CZM scope of work. DVRPC is partnering with the City of Philadelphia to conduct an analysis of municipal parking lots to determine which lots are best suited for green stormwater infrastructure retrofits. This project is currently included as a sub-task within the FY15 Environmental Planning Work Program description. This task, along with \$50,000 in comprehensive planning funds, will be moved out of the Environmental Planning Program and into the existing FY15 CZM scope of work. The new project will total \$100,000 and will include \$50,000 in PADEP funds and \$50,000 in comprehensive planning funds.

To synchronize with the federal fiscal year, work on this project will begin on October 1, 2014 and conclude on September 30, 2015.

Favorable recommendation was received from the Regional Technical Committee.

Executive Director Barry Seymour noted that there is no new money in this and that it is just an administrative action.

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

MOTION by Mr. Stober, seconded by Mr. Payne, that the Board amend:

The FY2015 Planning Work Program by transferring \$50,000 in comprehensive planning funds already programmed in the FY2015 Planning Work Program under project #15-44-070 (Environmental Planning) to the PA Coastal Zone Management Implementation Program (#15-44-180). The Philadelphia municipal stormwater parking lot analysis project will also be transferred from Environmental Planning to PA Coastal Zone Management.

4b. FY 2015 Work Program Amendment: Center City Bridge Model (MPMS #102328)

Matt Gates, DVRPC Manager, Office of Modeling and Analysis, explained that starting in December 2014 and extending through 2018, PennDOT will be reconstructing or rehabilitating the Vine Street Expressway bridges from 18th Street to 22nd Street and Schuylkill River bridges from Spring Garden to Chestnut Street. The reconstruction work will involve considerable lane closures and traffic detours. It will also impact bus operations and pedestrian movements across the bridges to/from Center City.

To assist traffic management and mitigation planning for the reconstruction work, travel forecasts and analysis will be conducted using DVRPC's regional travel simulation model and the recently completed Center City simulation model. The regional model will be used to estimate the change of travel patterns due to the reconstruction work at the regional level. The Center City model will be extended and used for operational analysis regarding queuing, bottleneck locations, and bus delay on the construction sites and adjacent areas in Center City and University City. The analysis will provide inputs to City traffic management and SEPTA detour planning during the reconstruction.

Favorable recommendation was received from the Regional Technical Committee.

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

MOTION by Mr. Levecchia, seconded by Mr. Stober, that the Board amend:

The FY 2015 Planning Work Program to include the Center City Bridge Model (MPMS #102328). Further, amend the FY 2013 TIP for Pennsylvania by reducing \$64,000 STU and \$16,000 State 581 funds from MPMS #79980 (STU Reserve line Item) in FY 2014 as the source of funding (TIP Action PA13-79).

4c. FY 2015 Work Program Amendment: New Jersey Local Concept Development

Kwan Hui, DVRPC Capital Program Coordinator, Office of Capital Programs, explained that the purpose of this program is to provide federal funds directly to member subregions for the advancement of projects through the Concept Development (CD) phase. The CD Phase involves drafting a well-defined and well justified Purpose and Need Statement focusing on the primary transportation need to be addressed. CD Phase elements include, but are not limited to, data collection, coordination with New Jersey Department of Transportation (NJDOT) Subject Matter Experts/local stakeholders, risk identification, development of a reasonable number of sensible and practical conceptual alternatives and investigation of all aspects of a project. These aspects may include environmental, right of way, access, utilities, design, community involvement, and constructability.

The major objectives of the CD Phase are to identify and compare reasonable alternatives and strategies that address the Purpose and Need Statement and select a Preliminary Preferred Alternative. The CD Phase will provide the information to determine whether or not the study can be advanced to the next phase of the Project Delivery Process and to procure a designer to take the potential project through PE, Final Design (FD), and Construction (CON). The CD Phase provides the framework for advancing the project into the PE phase.

Favorable recommendation was received from the Regional Technical Committee.

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

MOTION by Mr. Williams, seconded by Mr. Levecchia, that the Board amend:

The FY2015 Planning Work Program to increase the funding of the New Jersey Local Concept Development Program to \$885,000 and further, to amend the FY2014 TIP for New Jersey by increasing the FY14 PLS phase by \$455,000 STP-STU.

5. Transportation Alternatives Program (TAP) Regionally Selected & Statewide Recommended Projects

Ryan Gallagher, Assistant Manager, Office of Project Implementation, explained that the Pennsylvania Transportation Alternatives Program (TAP) is a competitive federal program established for projects that contribute to alternative transportation, including on and off-road pedestrian and bicycle facilities. The two-year Pennsylvania TAP provided \$7.5 million in funding for projects in the DVRPC region and \$26 million statewide.

DVRPC received forty-eight (48) project applications requesting just under \$40 million in TAP funds from our region. The projects were evaluated by the TAP subcommittee using agreed upon selection criteria. The TAP Subcommittee has recommended 11 projects, totaling \$7,500,859, to be approved in the DVRPC region and 16 projects, totaling \$10,988,650, to be recommended to the State for consideration.

The recommended projects will be added to the TAP line item in the FY2013 TIP for PA (MPMS #66460), 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.

Favorable recommendation was received from the Regional Technical Committee.

Executive Director Barry Seymour noted that for the New Jersey counties there is a parallel process that is underway now. The applications are due June 30. Those project selections will probably be coming back to the Board in September. Under the federal program there are 10 categories for projects but at the regional level DVRPC wanted to focus priorities on three categories: bicycle and pedestrian facilities, trails, and stormwater management. The 11 projects DVRPC selected regionally fall into those categories.

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

MOTION by Ms. Bush, seconded by Mr. Stober, that the Board approve:

The list of projects identified for our regional sub-allocation of Transportation Alternatives Program funds, and that these projects be amended into the FY 2013 TIP for PA in the amount of \$7,500,859 TAU in FY15 (\$3,719,009) and FY16 (\$3,781,850) and be drawn from the line item at the appropriate time for obligation. In addition, that the Board approve the TAP subcommittee recommended list of projects to be sent to PennDOT for their consideration for funding as part of the statewide TAP selection process.

6. DVRPC Annual Self-Certification of the Regional Transportation Planning Process

John Ward, DVRPC Deputy Planning Director, explained that federal regulations for metropolitan planning (23 CFR 450 and 49 CFR 613) require the Metropolitan Planning Organization (MPO) to annually certify to the Federal Highway Administration and the Federal Transit Administration that its transportation planning process addresses the

major issues facing the area and is being conducted in accordance with all applicable requirements.

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

1. Improvements to the transportation system in the region have been the result of continuing, cooperative, and comprehensive planning process carried out by state and local officials.
2. The transportation planning process, including the adoption of the TIP and Long-Range Plan, is consistent with the Clean Air Act and is in conformance with the applicable State Implementation Plans.
3. Private citizens, affected public agencies, representatives of transportation agency employees, other affected employee representatives, private providers of transportation, and other interested parties were provided with a reasonable opportunity to comment on the TIP, Long-Range Plan, and planning process.
4. The TIP includes a financial plan that demonstrates how the TIP can be implemented, indicates resources from both public and private sources that are reasonably expected to be available, and recommends innovative financing techniques.
5. DVRPC's planning process is administered in accordance with FTA Circular 4702.1, Title VI, and DVRPC employment practices comply with FTA Circular 4704, Equal Employment Opportunity Guidelines for Grant Recipients.
6. DVRPC's programs are conducted consistent with Title 49 CFR Part 23 as implemented by FTA Circular 4716.1A regarding disadvantaged business enterprise programs.
7. The region's public transit operators have certified that they are making special efforts to provide transportation services, which can be utilized by elderly and handicapped persons.
8. Congestion Management System requirements for non-attainment Transportation Management Areas have been met.
9. Environmental justice for low income and minority populations is being addressed.
10. The provision of 49 CFR part 20 regarding restrictions on influencing certain activities has been met.

Favorable recommendation was received from the Regional Technical Committee.

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

MOTION by Mr. Farrell, seconded by Mr. Westergaard, that the Board adopt:

Resolution No. B-FY14-005 certifying that the DVRPC Regional Transportation Planning Process is in conformance with federal regulations implementing MAP-21, the Clean Air Act Amendments, and other federal legislation.

7. Election of Fiscal Year 2015 Board Officers

Elections took place for the Fiscal Year 2015 DVRPC Board Officers. A recommended slate of officers was proposed by the Nominating Committee. No nominations were offered from the floor.

On a **motion** by Ms. Bush, seconded by Mr. Levecchia, the Board unanimously approved the Fiscal Year 2015 DVRPC Board Officers:

Commissioner Leslie Richards (Alternate, Jody Holton, Montgomery County) was elected Chair.

Acting Commissioner Joseph Bertoni (Alternate, David Kuhn) was elected Vice Chair.

Mayor Dana Redd (Alternate, Edward Williams, Camden City) was elected Secretary.

Ron Henry (Alternate, TBD, Pennsylvania Governor's Appointee) was elected Treasurer.

DISCUSSION ITEMS

8. MAP-21 Policy Guidance on MPO Representation

Executive Director Barry Seymour called the Board's attention to a memo in their Board folders. He reported that final Policy Guidance was recently issued by FHWA and FTA and provides alternative approaches regarding the MAP-21 provision of transit agency representation on MPO Boards. Mr. Seymour explained that there is an exemption provision for certain actions by an MPO. It states that if the MPO operates under a state law that was in effect prior to 1991, and if that state law has not been amended since that time and the MPO has not been re-designated after 1991, then they can be exempt from certain provisions. DVRPC's counsel did investigate this and the Commission can choose to be exempt from this provision. Additionally in the guidance that came out there was reference to a federal law that provides that an MPO may be restructured to meet the law's representation requirements without having to secure the approval of the governor and units of general purpose government as part of the re-designation. Counsel has researched this and determined that if DVRPC were to change the voting structure we would in fact have to go through the legislative process in both states to do this. Since 1992 the transit agencies (SEPTA, NJ Transit, and PATCO) have been a part of DVRPC's Board as participating non-voting members. At some point before October 1 DVRPC needs to respond to FTA and FHWA and let them know whether we

choose to apply the exemption and retain our current membership or to change the membership which will require opening up the compact and going through the legislative process. Thomas Coleman, DVRPC Legal Counsel (NJ) clarified that if DVRPC chooses to go through the legislative process to change the Delaware Valley Urban Area Compact the Commission will lose all three prongs of the exemption forever. Byron Comati, SEPTA, commented that SEPTA would like to have voting rights on the DVRPC Board and that SEPTA has a lot to do with how funds are delivered to the region through the MPO and should therefore have a voice. He noted that in other parts of the country the transit agencies have a vote on the Board and that things have changed a lot since DVRPC's bylaws were created. At the time that the bylaws were created NJ Transit did not exist and SEPTA was very newly created, therefore the importance of the transit agencies was not paramount. Currently, transit represents a large part of what DVRPC does and the bylaws should reflect that as well, by granting the transit agencies voting rights. Barbara Holcomb, DRPA, commented that she believes DRPA to be significant and warrants a voice at the table. She suggested that DVRPC Board members get together with DVRPC counsel to discuss the options available. Lou Millan, NJ Transit, commented that NJ Transit is involved with a total of four MPOs and is a voting member on the Board of two in New Jersey. He expressed that he would like to have a vote as a member of DVRPC's Board and wondered if it is possible to change the voting regulations without changing DVRPC's compact. Mr. Seymour noted that if DVRPC chooses to open up the legislation and make changes then the Commission could open itself up to anything. Tony Cho, FTA, noted that DVRPC may need to self-certify for the exemption and that it could be revisited every year. The FTA may need to talk about that with headquarters and other offices. Mr. Seymour commented that there are policy issues and administrative issues and that they are closely linked. Further information will be undertaken, with additional information brought back to the Board in July.

DISCUSSION ITEMS

9. One Minute Reports

Alan Miller, NJ Office of Planning Advocacy (OPA), reported that it has started a Corporate Campus Initiative. The new program will provide assistance to New Jersey municipalities in dealing with the number of vacant corporate campuses across the state. The corporate campus project will reach out to municipalities to determine if they would like to discuss the site(s) within their boundaries and their vision for the property as an individual site, and also within the context of the municipality as a whole. If the municipality agrees to participate, OPA will look at various options for reuse and review the property's zoning to see if amendments are warranted to make the property more viable for potential redevelopers and/or occupants.

Barbara Holcomb, DRPA, reported that the track rehabilitation project on the Ben Franklin Bridge is ongoing and that DRPA is working to ensure minimal issues occur.

Tony Cho, FTA, reported that the FTA's regional administrator, Brigid Hynes-Cherin, is retiring at the end of July and that the current Deputy Regional Administrator, Reginald Lovelace, will be Acting Administrator. There is no news on a new administrator at the FTA in Washington, DC.

Jonathan Crum, FHWA, PA, reported that FHWA is still trying to figure out which pots to pull from for the Federal Highway Transit Fund. He noted that he will report back when he has more information.

Jim Ritzman, PennDOT, reported that PennDOT is looking at the PA TAP applications that have come in. He thanked Ryan Gallagher and his staff for their work on the TAP program. PennDOT's Multimodal Transit Fund applications are due June 30 and PennDOT will be looking at submissions soon. DCED's Multimodal Transit Fund application deadline has been extended to July 4.

Dave Kuhn, NJDOT, reported that Joseph Bertoni has taken over as Acting Commissioner of NJDOT. Mr. Kuhn noted that though the swap mentioned earlier will help with obligating federal funds for the year, there is a need to be aware of the other programs, such as Safe Routes to School, and the Transportation Enhancements Alternatives project.

Leslie Richards, Montgomery County, thanked the Board for their support and for voting for her for Chair of the DVRPC Board.

Terence Farrell, Chester County, reported that the PA100 widening project has begun, and the 202 section 300 project will be completed next spring, followed by replacement of the 202 bridge over Amtrak in 2015. Additionally, demolition is underway in Coatesville. Work is also underway to make ADA improvements on the Paoli station. A public transportation element is expected to be approved and added to the County Comprehensive Plan.

William Payne, City of Chester, reported that Chester City has added a climate control element to their Comprehensive Plan. He thanked DVRPC's Chris Linn for his contributions and guidance.

Jeffrey Wilkerson, City of Trenton, reported that Eric Jackson will be inaugurated next month as the new Mayor of Trenton. He noted that he is unsure how Board representation may change.

Presentations

10. Draft Regional Airport System Plan

Kale Driemeier, DVRPC Transportation Planner, Office of Freight and Aviation, explained that the 2040 Regional Airport System Plan (RASP) provides an update to the 2035 RASP on aircraft and traffic count data, population, employment, operational and capacity forecasts and recommendations to 2040. In addition, the report provides an overview and analysis of the issues and trends impacting regional airport system development. Based on that analysis, the report makes detailed airport system development and investment recommendations to guide aviation in the region for the foreseeable future.

Dave Kuhn, NJDOT, asked whether this report was something that required Board approval. Mr. Seymour responded that DVRPC just wanted the Board to see the report before it was submitted to the FAA and that it does not require Board approval.

11. Executive Director's Report

a. USDOT Data Innovation Challenge Award

Mr. Seymour reported that in February, Secretary Foxx launched DOT's Data Innovation Challenge, a three-month quest to see what app developers could do to improve transportation by taking advantage of new access to multiple sources of transportation data. DVRPC's Brett Fusco and Jesse Strangfeld were selected as winners for their work on Choices and Voices, a web-based, long-range planning tool that educates users on the linkages between land use and transportation, the cost of maintenance, and the consequences of not investing in transportation. Brett and Jesse accepted the award on June 3 and met Secretary Foxx and the two other winners.

b. Pennsylvania Safety Symposium

Mr. Seymour announced that the Pennsylvania Safety Symposium took place on June 10 from 10:00 a.m. to 3:30 p.m. at the State Museum of Pennsylvania in Harrisburg. The keynote address was given by Governor Tom Corbett, and Secretary Schoch spoke as well.

c. Improving Air Quality in Latino Communities event

Mr. Seymour called the Board's attention to an event held at DVRPC on June 5 on Improving Air Quality in Latino Communities. DVRPC partnered with Al Dia to promote the event, which included a roundtable discussion about ongoing efforts to improve air quality in Greater Philadelphia and how these groups can work more closely and effectively in Latino communities to reduce health disparities from air pollution. Speakers included Dr. Marilyn Howarth of the University of Pennsylvania Center for Excellence in Environmental Toxicology, Joseph Minott of the Clean Air Council, John Keith of the American Lung Association, and Patricia Thomas and Tressa Dabney of Congreso de Latinos Unidos.

d. Keystone Corridor Economic Development Opportunities Summit

Mr. Seymour reported that PennDOT sponsored a summit on June 25 at the Lancaster County Convention Center, which brought together several dozen planners, government and transit officials. The summit was an effort to brainstorm some ways that local and regional planners can build on increased ridership on the Keystone rail line between Harrisburg and Philadelphia, thanks to millions of dollars poured into track and station upgrades and foster healthy economic development in the corridor and its communities.

e. Burlington County Air Quality Partnership Award

Mr. Seymour noted that to celebrate local efforts to improve air quality, Burlington County, New Jersey, and The Vanguard Group in Valley Forge, Pennsylvania will receive the 2014 Air Quality Excellence Awards. Each year, one public and one private institution are honored for their efforts to improve air quality. The Burlington County Board of Chosen Freeholders took comprehensive steps to improve air quality and reduce air pollution. Notable actions included setting up a carpool program for employees, installing a solar panel array to power county offices, and capturing methane gas from a landfill to fuel their CNG vehicle fleet.

f. Congestion Management Process (CMP) Supplemental Commitments

Mr. Seymour explained that CMP supplemental commitments are required where there is capacity expansion on roadways and there needs to be offsetting mitigation actions. There is one new project that requires CMP commitments and that is on US 1 bridges. The CMP supplemental commitments include

signal improvements, incident management, transportation demand management outreach to employers, sidewalk improvements, investigation of new transit stops, potential adjustments to existing bus routes, and improvements to transit amenities such as adding bus shelters.

g. TIP, Long-Range Plan, and Conformity Public Meeting

Mr. Seymour reported that there would be a TIP, Long-Range Plan, and Conformity public meeting today from 4:00-6:00 pm in the Main conference room.

h. TIP and Plan Adoption Event

Mr. Seymour reported that following the July 24 Board meeting there will be a TIP and Long-Range Plan adoption luncheon event after the DVRPC Board Meeting (DVRPC's 8th Floor Conference Center). There will be remarks by Barry J. Schoch, PE, Secretary of Transportation, Commonwealth of Pennsylvania, recognition of The Honorable John C. Rafferty, Jr., Pennsylvania Senate, District 44, and recognition of the Honorable Nicholas A. Micozzie, Pennsylvania House of Representatives, District 163.

9. Committee Reports

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

- (1) Regional Technical Committee
- (2) Central Jersey Transportation Forum
- (3) Information Resources Exchange Group
- (4) Transportation Operations Task Force
- (5) Regional Aviation Committee
- (6) Public Participation 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 12:03 p.m. on a **MOTION** by Mr. Kuhn, seconded by Mr. Farrell.

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