

**DELAWARE VALLEY REGIONAL PLANNING COMMISSION**

**BOARD COMMITTEE**

Minutes of Meeting of September 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  
Pennsylvania Department of Transportation

(not represented)  
Dave Kuhn  
James Ritzman  
James Mosca

New Jersey Governor's Appointee  
Pennsylvania Governor's Appointee

(not represented)  
Aaron J. Cohen  
Kate Schramm

Pennsylvania Governor's Policy & Planning Office  
Bucks County  
Chester County

Christine Wechsler  
Lynn Bush  
Terence Farrell  
Ronald Bailey

Delaware County  
Montgomery County

Linda Hill  
Leslie Richards  
Jody Holton

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

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

Non-Voting Members

Federal Highway Administration  
New Jersey Division  
  
Pennsylvania Division

(not represented)  
  
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	Kinshasa Brown-Perry
Federal Transit Administration, Region III	Tony Cho
Southeastern Pennsylvania Transportation Authority	(not represented)
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	Ben Cornelius
New Jersey Office of Planning Advocacy	(not represented)
Pennsylvania Department of Community and Economic Development	Lisa Worden

**DVRPC Co-Counsel**

Pennsylvania Co-Counsel	Frederick Strober
New Jersey Co-Counsel	Thomas Coleman

DVRPC Staff: Barry J. Seymour, Rich Bickel, John Ward, Patty Elkis, Candy Snyder, Chris Puchalsky, Elizabeth Schoonmaker, Rick Murphy, Kwan Hui, Taghi Ozbeki, Tom McGovern, Paul Smith, Jane Meconi, Elise Turner, Julia Strapp, Alison Hastings, Karen Cilurso, Mary Bell, Katrina Lawrence, Van Doan, Chris Pollard, John Coscia Jr., Mike Boyer, Rob Graff, Kevin Murphy, and Renee Wise.

**Guests**

PennDOT	Linda Guarini
Pennoni Associates	Donald Shanis
Residents for Regional Traffic Solutions, Inc.	Sue Herman
Gilmore & Associates	Rich Avicolla
Jacobs Engineering, Inc.	Jay Roth
Bicycle Coalition of Greater Philadelphia	Sarah C. Stuart

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

Chair Leslie Richards called the meeting to order at 10:04 a.m. and asked if there were any press in the room or if anyone was recording the meeting. Chair Richards welcomed Aaron Cohen, the new Pennsylvania Governor's Appointee, and Christine Wechsler, from the Pennsylvania Governor's Policy and Planning Office, to the meeting.

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

No public comments were stated.

## **INFORMATION ITEM**

### **1. Development of FY2016 Annual Work Program**

Executive Director Barry Seymour called the Board's attention to the fact that Work Program development for FY16 is beginning and information about the Work Program schedule, ideas, and funding, are available in the Board folders. New Work Program ideas are due to DVRPC by October 10 and can be submitted to John Griffies, Barry, or John Ward. There will be a meeting at DVRPC on Oct 20 from 10 a.m. to 12 p.m. to discuss work program ideas and a Work Program package will be put together to see which proposals can fit into existing program areas and which will need to go into new funding areas. The expectation is that funding will be flat year over year in terms of the federal dollars we receive as a pass through. We expect that MAP-21 will roll over into next year even though it expires soon. We believe that the local contributions will be the same. Last year DVRPC identified redistribution among the counties to create more equity and to make sure everyone is receiving federal funds back from DVRPC that are consistent across the counties. These new formulas will be applied in FY16. Mr. Seymour encouraged Board members to think broadly in geography and scope for Work Program projects.

## **PRESENTATION ITEM**

### **2. I-95/PA Turnpike Interchange Project: I-95 Renumbering**

Jay Roth, of Jacobs Engineering Inc., explained that a project to renumber Interstate I-95 is being undertaken in Pennsylvania and New Jersey. The Interstate is going to be redesignated as I-395, with an expected completion date of 2018.

Dave Kuhn, NJDOT, explained Lou Millan, NJ Transit, will serve as the designate for the DCA so that the Board will have two New Jersey voting members and therefore achieve a quorum.

### **3. Minutes of Meeting of July 24, 2014**

A **motion** was made by Mr. Kuhn, seconded by Mr. Levecchia, to approve the minutes of July 24, 2014.

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

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

**4a. NJ14-31: Rt. 42 Bridges over Blackwood Railroad Trail, (DB# 12313), Camden County**

NJDOT has requested that DVRPC amend the FY2014 - 2017 TIP for New Jersey by adding a graduate Study and Development project, Rt. 42 Bridges over Blackwood Railroad Trail, (DB #12313), to the TIP in the total amount of \$9,600,000 NHPP funds and by programming accordingly: \$1,750,000 NHPP for preliminary engineering in FY15, \$1,850,000 NHPP for final design in FY17, and \$6,000,000 NHPP for construction in FY19. This project was programmed in the Study and Development program in FY14 and was known as Route 42, Southbound Bridge over Conrail (Abandoned). It is now ready to advance to Preliminary Engineering.

Funds will provide for a precast arch bridge system to replace two existing structurally deficient and functionally obsolete Route 42 northbound and southbound bridges (structure numbers 0411-161 and 0411-162) over the Blackwood Railroad Trail (formerly known as the abandoned Conrail line) in Gloucester Township. Both structures were built in 1957 and have been rated 130th out of 2,381 in NJDOT's Bridge Management System (BMS). It will also involve drainage improvements and acceleration lane widening to accommodate the new bridge, as well as shoulder widening on Route 42 northbound as a potential bus rapid transit lane.

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

Favorable recommendation was received from the Regional Technical Committee.

A public comment was received from Leonard Fritz of Gloucester County who asked if this replacement will be done with the potential for future widening of Route 42, or if that has to be done separately. A response followed, stating that structures will be replaced with a pre-cast arch structure. There will be no additional travel lanes (widening) installed.

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

**MOTION** by Mr. Levecchia, seconded by Mr. Williams, that the Board approve the following TIP action:

NJ14-31, NJDOT's request that DVRPC amend the FY2014 - 2017 TIP for New Jersey by adding a graduate Study and Development project, Rt. 42 Bridges over Blackwood

Railroad Trail, (DB #12313), to the TIP in the total amount of \$9,600,000 NHPP funds and by programming accordingly: \$1,750,000 NHPP for preliminary engineering in FY15, \$1,850,000 NHPP for final design in FY17, and \$6,000,000 NHPP for construction in FY19.

**4b. NJ14-39: Riverton Road (CR 603) and Branch Pike (CR 606) Roundabout, (DB# D1409), Burlington County**

Burlington County has requested that DVRPC amend the FY2014 - 2017 TIP for New Jersey by adding a new \$1,700,000 HSIP funded project, Riverton Road (CR 603) and Branch Pike (CR 606) Roundabout, (DB #D1409), to the TIP for construction in FY15.

Funds will provide for a new modern roundabout and new drainage facilities at the intersections of CR 603 (Riverton Road) and CR 606 (Branch Pike) and Parry Road (a local road) to replace three stop-controlled intersections created by these three roads. This roundabout will reduce vehicular speeds on Riverton Road and Branch Pike and reduce the number of conflicts between turning vehicles. It will also provide traffic calming for the residential neighborhood while maintaining a good level of service for the through traffic on Riverton Road, as well as eliminate the possibility of intersection crossover crashes. Riverton Road currently carries traffic from U.S. Route 130 to NJ Route 38 through this residential area.

Financial constraint will be maintained.

Favorable recommendation was received from the Regional Technical Committee.

A public comment was received from Leonard Fritz of Gloucester County who questioned why roundabouts are being constructed when for years there have been calls for removing them. A response followed stating the safety benefits of roundabouts for motorists, pedestrians, and bicyclists. They reduce vehicle speeds, as well as the number of conflict points with turning vehicles. Roundabouts eliminate head-on/left-turn and angle type crashes which frequently result in the most serious injuries. Crashes that do occur tend to be of the lower severity, such as sideswipes. There are approximately 2,300 people killed each year at intersections controlled by a traffic signal. Compared to signalized intersections, roundabouts have been shown to reduce the total number of injury crashes by 76% and the total number of fatal crashes by more than 90%. A public comment was also received from John Boyle of the Bicycle Coalition of Greater Philadelphia who strongly supports the use of roundabouts as they calm traffic and reduce the severity of injury crashes at intersections.

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

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

NJ14-39, Burlington County's request that DVRPC amend the FY2014 - 2017 TIP for New Jersey by adding a new \$1,700,000 HSIP funded project, Riverton Road (CR 603) and Branch Pike (CR 606) Roundabout, (DB #D1409), to the TIP for construction in FY15.

**4c. PA13-89: Bucks County Act 13 Local Bridges, (Various MPMS#s), Bucks County**

Bucks County has requested that DVRPC amend the FY2013 - 2016 TIP for Pennsylvania by adding three (3) new local bridge projects for preliminary engineering (PE), final design (FD), right-of-way (ROW), and construction (CON) in FY14 in the amount of \$1,275,000, and due to a change in priority, by deleting a recently added Act 13 Bucks County bridge, Red Lion Road over Poquessing Creek (MPMS #102710). Resources that will be used to advance the three bridge projects are 2014 allocation of Act 13 funds (which are additional funds to the region), and 2012 and 2013 allocation of \$405,000 Act 13 funds from Red Lion Road over Poquessing Creek (MPMS #102710). The three bridges that have been requested to be added to the TIP in FY14 are as follows:

- 1) Traugers Crossing over Gallows Run (MPMS #102986) - \$650,000 (\$5,000 for PE/ \$20,000 for FD/ \$625,000 for CON) - Work to be performed on this structurally deficient county bridge #221 in Nockamixon Township includes the replacement of steel stringers, steel floorbeams, wooden riding boards with a steel grid deck, abutment and backwalls and other maintenance and safety improvements at the approaches.
- 2) East Brownsburg Road over Jericho Creek (MPMS #102987) - \$350,000 (\$15,000 for PE/ \$50,000 for FD/ \$10,000 for ROW/ \$275,000 for CON) - Work to be performed on this structurally deficient county bridge #280 in Upper Makefield Township includes the rehabilitation of the abutments, wingwalls, and pier, as well as repair and rehabilitation of the deck. Safety improvements at the approaches and across the bridge will also be completed.
- 3) Gravel Hill over Mill Creek (MPMS #102988) - \$275,000 (\$5,000 for PE/ \$20,000 for FD/ \$250,000 for CON) - Work to be performed on this structurally deficient county bridge #293 in Upper Southampton Township includes rehabilitation of the stone masonry spandrel walls and arches, as well as replacement of the grout between the arch ring and corrugated steel lining. Sign correction, substructure maintenance, and

safety improvements at the approaches will also be completed. Performing repairs on these structures will remove these bridges from structurally deficient status.

The bridge that has been requested to be deleted from the TIP for FY14 is as follows:

1) Red Lion Road over Poquessing Creek (MPMS #102710) - \$405,000 (\$10,000 for PE/ \$20,000 for FD/ \$375,000 for CON).

Act 13 of 2012, is a Pennsylvania State law which established 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 and by removing a project from the TIP.

Favorable recommendation was received from the Regional Technical Committee.

Public comments were received from Leonard Fritz of Gloucester County and Mark McKee, of Chester County, in support of this project.

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

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

PA13-89, Bucks County's request that DVRPC amend the FY2013 - 2016 TIP for Pennsylvania by adding three (3) new local bridge projects for preliminary engineering (PE), final design (FD), right-of-way (ROW), and construction (CON) in FY14 in the amount of \$1,275,000, and due to a change in priority, by deleting a recently added Act 13 Bucks County bridge, Red Lion Road over Poquessing Creek (MPMS #102710). Resources that will be used to advance the 3 bridge projects are 2014 allocation of Act 13 funds (which are additional funds to the region), and 2012 and 2013 allocation of \$405,000 Act 13 funds from Red Lion Road over Poquessing Creek (MPMS #102710).

The three bridges that have been requested to be added to the TIP in FY14 are as follows:

- 1) Traugers Crossing over Gallows Run (MPMS #102986) - \$650,000
- 2) East Brownsburg Road over Jericho Creek (MPMS #102987) - \$350,000
- 3) Gravel Hill over Mill Creek (MPMS #102988) - \$275,000

The bridge that has been requested to be deleted from the TIP in FY14 is as follows:

- 1) Red Lion Road over Poquessing Creek, (MPMS #102710) - \$405,000

**4d. PA15-01: Main St. Bridge over the East Branch Perkiomen Creek, (MPMS #92741), Bucks County**

PennDOT has requested that DVRPC amend the FY2015 - 2018 TIP for Pennsylvania by adding \$135,000 NHPP funds to the right-of-way (ROW) phase in FY17 and by reducing FY17 ROW's \$135,000 State 185 bridge funds from \$135,000 to \$34,000 for Main St. Bridge over the East Branch Perkiomen Creek (MPMS #92741). This action would federalize (include federal funds in) the bridge project and is necessary because at least one phase must be funded with federal funds in order to establish federal oversight of the project. There is no change to the project cost and schedule.

Funds will provide for the full replacement of Main Street (SR 4013) Bridge over the East Branch Perkiomen Creek between Maple Avenue and Diamond Street in Sellersville Borough. The bridge is structurally deficient with the superstructure beams exhibiting large spalls and broken stirrups. The underside of the deck also has areas of spalling with exposed and corroded reinforcing. The new bridge will maintain the same structure length, total bridge width, number of lanes (2), and increase the sidewalk width by one ft. (1').

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

Favorable recommendation was received from the Regional Technical Committee.

A public comment was received from Leonard Fritz of Gloucester County questioning whether this bridge will accommodate a bicycle lane. A response followed stating that the Project does not provide for designated bicycle lanes. However, the proposed structure and roadway approaches will provide an eight-foot sidewalk to accommodate both pedestrians and bicycles. Furthermore, the eight-foot sidewalk will be extended to the Lenape Park entrance and the existing metal staircase will be removed, the slope will be pushed out, and slopes will be graded flatter to provide a walkable entrance to the park. A public comment was received from Mark McKee of Chester County regarding the federalization of this project.



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

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

PA15-01, PennDOT's request that DVRPC amend the FY2015 - 2018 TIP for Pennsylvania by adding \$135,000 NHPP funds to the right-of-way (ROW) phase in FY17 and by reducing FY17 ROW's \$135,000 State 185 bridge funds from \$135,000 to \$34,000 for Main St. Bridge over the East Branch Perkiomen Creek (MPMS #92741). This action would federalize (include federal funds in) the bridge project, which would establish federal oversight of the project. There is no change to the project cost and schedule.

**5a. DVRPC FY2015 Work Program Amendment: Camden Food Economy Strategy Implementation**

Alison Hastings, DVRPC Manager, Office of Strategic Partnerships, explained that in 2012, DVRPC began working with the Campbell Soup Company's corporate social responsibility department to assess Camden City's food insecurity and food-based economic development opportunities. DVRPC, with additional analysis provided by The Reinvestment Fund, led a stakeholder-driven planning process that resulted in the forthcoming "Cultivating Camden" report and a new implementation fund housed at a community foundation.

This project will focus on implementing the Cultivating Camden plan by ensuring further dissemination of the report, follow-up presentations to stakeholders that have been engaged in the planning process, and focused work group meetings that bring together different stakeholders that work on food access in Camden City. Additionally, DVRPC will research funding opportunities and act as a civic broker introducing new partners to each other. This project will culminate in a conference or large meeting that brings together Camden City's food system-based economic development activities and local leaders with national examples and national content experts.

The proposed contract would be in effect starting now until 7/31/2015.

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 DVRPC Fiscal Year 2015 Work Program to include the “Camden Food Economy Strategy Implementation” project.

**5b. DVRPC FY2015 Work Program Amendment: Franklin Square Station Forecasting**

Chris Puchalsky, Associate Director of Systems Planning, explained that Franklin Square Station is an abandoned PATCO stop near Franklin Square Park. In the 35 years since the station closed, the surrounding area has been changed and improved significantly. In 2013, Franklin Square Park attracted 900,000 visitors. As the park’s attendance continues to grow and the area surrounding the station redevelops, whether the station would get enough ridership today to justify its reopening has been a recurring question to the station owner, the Delaware River Port Authority (DRPA).

This study will conduct a preliminary forecast to estimate the potential ridership at the Franklin Square Station if reopened. The forecasts will consider the effect of the system change on both a new Franklin Square Station and on all the existing PATCO stations. Given the initial nature of the study and an aggressive timeline, the forecasts will be preliminary in nature and not suitable for an FTA New-Starts application.

The Regional Technical Committee did not review this action item.

Tony Cho, FTA, asked about the deadline for this project. Barbara Holcomb, DRPA, responded that the DRPA Board is interested in looking at this project and would like more information before making a decision on whether it is feasible to open this station. Public comments were received from Joseph Russell of Camden in support of this project.

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

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

The Work Program Amendment entitled “Franklin Square Station Forecasting” and authorize the Executive Director to enter into a contract with the STV Inc. for this project.

**6. FY 2015 Project Selection for the Transportation and Community Development Initiative (TCDI) Program**

Karen Cilurso, DVRPC Manager, Community Revitalization, explained that the Transportation and Community Development Initiative (TCDI) is an opportunity for the

Delaware Valley Regional Planning Commission (DVRPC) to support growth in the individual municipalities of the Delaware Valley through initiatives that implement the region's long-range plan, Connections 2040 Plan for Greater Philadelphia. Central to this effort is to ensure greater quality of life choices by providing and maintaining essential infrastructure, supporting local and regional economic development, and linking land use and transportation planning.

TCDI provides a mechanism for these municipalities to undertake locally directed actions to improve their communities, which in turn implements their local and county comprehensive plans and supports the goals and vision of the regional plan. The regional Transportation and Community Development Initiative seeks to support and leverage those programs, by providing funding of up to \$150,000 to local municipalities and counties to undertake planning and early stage design initiatives for projects or programs that improve the efficiency or enhance the regional transportation system and implement the goals of Connections 2040, the region's long range plan.

For FY2015, 62 new project applications were received; 41 in Pennsylvania and 21 in New Jersey. The funding requests totaled \$2.846 million in Pennsylvania and \$1.688 million in New Jersey. The TCDI Review Committee(s) representing the DVRPC counties, state agencies, non-profit organizations, transit agencies, and academic institutions reviewed the projects and selected funding priorities for the FY 2015 round.

Favorable recommendation was received from the Regional Technical Committee.

Executive Director Barry Seymour thanked committee members for all of their work on the TCDI review and selection. Chair Leslie Richards expressed that the TCDI grants allow for more flexibility, which is great. She thanked staff for all of their work on the review and selection of projects.

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

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

The list of recommended FY 2015 TCDI projects and authorize the Executive Director to enter into a contract with each selected community to undertake the project in accordance with the scope of work and budget.

## **7. DVRPC Membership and Transit Agency Representation**

Barry Seymour, DVRPC's Executive Director, explained that on June 2, 2014, the U.S. Department of Transportation released Policy Guidance on Metropolitan Planning

Organization Representation. The Policy Guidance serves to implement the provisions in MAP-21, set forth at 23 U.S.C. 134(d)(2)(B) and 49 U.S.C. 5303 (d)(2)(B), that require representation of transit agencies on MPO policy boards by October 1, 2014. However, the Policy Guidance also cites federal law at 23 U.S.C. 134(d)(3) and 49 U.S.C. 5303 (d)(3), noting an exemption to the restructuring requirements if “(1) the MPO operates pursuant to a State law that was in effect on or before December 18, 1991; (2) such State law has not been amended after December 18, 1991, as regards the structure or organization of the MPO; and (3) the MPO has not been designated or re-designated after December 18, 1991.”

The Delaware Valley Urban Area Compact, first adopted as state law in Pennsylvania in 1965, as identical state law in New Jersey in 1966, and consented to by the U.S. Congress as an interstate compact, defines the membership and function of the DVRPC Board. DVRPC has been the designated MPO for the region since that time, and the law has not been amended since that time. Changing the voting structure of the Board would require amending both state statutes.

The 18 state, city, and county voting members as defined in the compact have remained in place to today. In 1992, the three transit agencies of SEPTA, NJ Transit and DRPA/PATCO were added to the DVRPC Board as participating non-voting members via Board Resolution. Each also participates as voting members at the Regional Technical Committee (RTC), the Regional Transit Advisory Committee (RTAC) and at other pertinent project-level committees.

In response to the Policy Guidance, it is recommended that DVRPC utilize the exemption procedure and retain its current Board membership structure, with three provisions:

1. Continue to include SEPTA, NJ Transit and DRPA/PATCO as participating non-voting members of the DVRPC Board, but amend administrative practice at the Board meetings to formally ask for any transit agency comment on a proposed Board action.
2. Continue to include SEPTA, NJ Transit and DRPA/PATCO as voting members of the RTC, the RTAC, as well as pertinent project-level committees.
3. Develop, or revise as needed, Memoranda of Understanding between DVRPC, SEPTA, NJ Transit, DRPA/PATCO, PennDOT and NJDOT that specify the roles and responsibilities of each in terms of planning, programming, performance measures, and other cooperative activities.

Mr. Seymour noted that he spoke with Byron Comati (SEPTA) that morning and though he could not be at the Board meeting, he is in favor of this proposal. Lou Millan, NJ

Transit, expressed support for the proposal. Barbara Holcomb, DRPA, expressed support for the proposal and thanked DVRPC for getting everyone's feedback and input on this. Andrew Stober, City of Philadelphia, asked whether DVRPC has confirmation that this will meet the certification requirements. Executive Director Barry Seymour responded that it does. Tony Cho, FTA, responded that at the time of self-certification DVRPC will take this exemption. Barbara Holcomb asked when the new procedures would start. Chair Richards went over the procedure and clarified that the transit agencies would be asked for their comment but if they had none they would not be required to respond. Mr. Seymour noted that the new procedures could begin right away. Public comments were received from Mark McKee of Chester County who expressed support for the action.

The Board unanimously adopted the following motion.

**MOTION** by Mr. Millan, seconded by Mr. Levecchia, that the Board approve:

Utilizing the exemption provision in the U.S. DOT Policy Guidance of June 2, 2014 to retain the existing DVRPC Board structure, while continuing to formalize the role of the transit agencies in DVRPC's administrative and planning structure by adopting Resolution No. B-FY-15-004.

#### **8. Adoption of Investing in People and Places: Greater Philadelphia's Comprehensive Economic Development Strategy**

Mary Bell, DVRPC Manager of Demographic and Economic Analysis, explained that *Investing in People and Places* was developed to satisfy the federal requirement for a regional Comprehensive Economic Development Strategy (CEDS), and will serve as the required five-year revision of the regional CEDS originally adopted by the U.S. Economic Development Administration in 2009. A CEDS is intended to bring together the public and private sectors to create a roadmap to diversify and strengthen regional economies. The document provides background information on regional demographic and economic characteristics; identifies regional strengths, challenges, and opportunities; and presents regional economic development goals and objectives. The CEDS also includes a discussion of planned and programmed regional transportation investments and a list of key regional economic development projects that is periodically amended as necessary.

The CEDS was developed under the guidance of a Regional Review Committee that includes representatives of county and city planning and economic development agencies, regional economic development organizations, chambers of commerce, academia, and the private sector. Three public meetings were held in March and April of

2014 to discuss Greater Philadelphia's priorities for economic development, public investment, job creation, and talent retention and attraction, each featuring a panel of business representatives and a second panel of public sector and academic professionals. DVRPC staff also met individually with representatives of each of the region's counties and core cities to discuss their economic development processes, plans, and priorities. In July, the report was presented to DVRPC's Goods Movement Task Force, which voted to support the document's goals and policies. A public comment period was held from August 20 to September 19, 2014, and a public information session was held on September 10, 2014.

Favorable recommendation was received from the Regional Technical Committee.

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

**MOTION** by Ms. Bush, seconded by Mr. Williams, that the Board adopt:

*Investing in People and Places: Greater Philadelphia's Comprehensive Economic Development Strategy*, by approving Resolution B-FY15-005.

#### **9. Approval of DVRPC Board Meeting Schedule for Calendar Year 2015**

Executive Director Barry Seymour presented the proposed meeting dates for Board meetings for calendar year 2015.

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

**MOTION** by Mr. Farrell, seconded by Mr. Kuhn, that the Board approve:

The Board meeting schedule for Calendar Year 2015.

#### **DISCUSSION ITEMS**

##### **10. One Minute Reports**

Tony Cho, FTA, noted that two new funding announcements were made. One is TIGER VI grant for Roosevelt Boulevard Planning and the other is Sandy Resiliency funding for SEPTA in the amount of \$86 million. The search for a new Regional Administrator is ongoing and the hope is that a new one will be in place by the end of the year. Therese McMillan is currently the acting Administrator and has been nominated to be the FTA

Administrator officially; the confirmation hearing scheduled for yesterday had to be postponed.

Jonathan Crum, FHWA, PA, congratulated the City of Philadelphia for receiving the TIGER VI grant. There will be a greater emphasis on pedestrians and bicycles and wrapping them into the transportation system. In the future, there will be guidance and a regional evaluation of the systems and networks in the region.

Jim Ritzman, PennDOT, reported that \$2.3 billion has been let this year. Last year that number was \$1.5 billion. That difference is due to Act 89 and that just shows what a difference transportation funding can make.

Dave Kuhn, NJDOT, reported that NJDOT has a new Commissioner, Jamie Fox. NJDOT has finished federal fiscal year and has obligated our funds. NJDOT has requested additional redistribution, which is the first time NJDOT has done that in three years and that there is additional money, and the organization can request additional funds.

Lynn Bush, Bucks County, reported that the biotechnology center that received \$4 million from the EDA is connected to the TCDI project that was approved by the DVRPC Board. That project will improve the walkability and traffic flow in that area for the employees of the biotechnology company.

Terence Farrell, Chester County, reported that Phase III of the Chester Valley Trail opened last weekend. Route 202 will expand from three lanes to six lanes along section 300 starting this weekend.

Andrew Levecchia, Camden County, reported that the Camden County Planning Board opened a 30-day comment period on its new Comprehensive Plan. There are three elements that DVRPC wrote and one that was supported by TCDI. The horizon for the plan is 2040 and it is the first time since 1971 since the county has moved a Comprehensive Plan. He thanked DVRPC staff for their assistance.

Andrew Stober, City of Philadelphia, reported that the Roosevelt Boulevard grant is \$2.5 million from the federal government and \$2.5 million from PennDOT, the city, and SEPTA for a total of \$5 million. Mr. Stober thanked DVRPC staff for their assistance and noted that the city hopes that there will be substantial improvements made on Roosevelt Boulevard. The last of the Tiger I projects, which is the boardwalk that will connect Locust Street with the South Street Bridge, will open on October 2.

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

a. Summary Memo on Title VI, EJ, and Public Participation at DVRPC

Mr. Seymour called the Board's attention to the Summary Memo to the Board on Title VI, Environmental Justice, and Public Participation at DVRPC. It shows the breadth of outreach activities in which DVRPC engages.

b. Multimodal Transportation Fund

Mr. Seymour noted that the DCED released their list of winners in the first round. In the region, 17 projects were selected. PennDOT has not yet released their winners in the first round but because they received so many applications, they are going to incorporate a second round in their available funding. The second round applications are due at 5:00 p.m. today (September 24, 2014). DVRPC staff would like to be involved in the review of the projects.

c. Comments on Federal Planning Rule

Mr. Seymour reported that DVRPC did submit comments on the Federal Planning Rule, which the USDOT has out now, many of which relate to the use of performance measures. Detailed guidance has not been released. It has been noted that additional time and staff involvement will be needed to implement the new rules and DVRPC asks in their comments that funding be allocated to accommodate that additional work.

d. Federal Certification Review

Mr. Seymour called the Board's attention to the fact that every four years DVRPC has a formal certification review, the federal agencies come in, and DVRPC spends two days going over our policies and procedures to make sure we are in conformance with federal guidelines. That has been scheduled for November 5 and 6 and on the morning of November 6, all Board members are invited to participate in discussions.

e. DVRPC Futures Work Group

Mr. Seymour reported that on September 17 a group of outside experts, including academics, program experts, and others, convened to discuss the future and driving forces and trends (economic, social, demographic, technological) that we need to be aware of as we develop our long-range plan. Chair Leslie Richards spoke at that meeting which was a kickoff meeting. There will be a series of meetings with this group and the plan is to integrate this with the RTC and the



Board so that the Board members can benefit from the ideas and discussion that come from the meetings.

f. TCDI Press Event

Mr. Seymour noted that a press event will be held on October 3 at 9:00 a.m. at the intersection of South Street and Convention Avenue in University City to present the TCDI projects. The event will specifically highlight an intersection improvement project in the vicinity of UPenn and CHOP. An announcement will be sent out to all Board members.

g. 2014 Board Retreat

Mr. Seymour reported that the 2014 Board retreat will take place on December 11. This is a full day event, which includes the Board meeting, annual awards ceremony, and workshops. The retreat will be at the Valley Forge Sheraton in King of Prussia, which has been completely redone. The focus for this year is economic development and what we can do as a Board and individually to advance economic development goals. Through our annual awards, there will be a chance to honor the regional leader of the year, projects/initiatives around land use, the economy, the environment, and transportation. Mr. Seymour asked Board members to send DVRPC nominations and for awardees.

h. Pennsylvania Society of Civil Engineers

Mr. Seymour called the Board's attention to the Pennsylvania Society of Civil Engineers annual report card, which could be found in the Board folders.

i. Staff Transitions

Mr. Seymour noted that after a forty-year career in Greater Philadelphia, Rich Bickel is retiring as of October 1. Mr. Seymour acknowledged Rich's contributions to the region and thanked him for all of his efforts and commitment.

Mr. Bickel thanked DVRPC and noted the excellence of the DVRPC staff and leadership.

## **12. Committee Reports**

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

- (1) Regional Technical Committee
- (2) Information Resources Exchange Group

- (3) Transportation Operations Task Force
- (4) 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 11:53 a.m. on a **MOTION** by Mr. Farrell, seconded by Mr. Kuhn.

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](http://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](mailto:public_affairs@dvrpc.org).

I certify that this is a true and correct copy.

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Renee Wise, Recording Secretary