

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

BOARD COMMITTEE

Minutes of Meeting of May 24, 2007

Location: Delaware Valley Regional Planning Commission
Main Conference Room 8th Floor
190 N. Independence Mall, West
Philadelphia, PA 19106

Membership Present

Representative

New Jersey Department of Community Affairs	Joyce Paul
New Jersey Department of Transportation	Brent Barnes
New Jersey Governor's Appointee	Jerry Mooney
Pennsylvania Governor's Appointee	David Mandelbaum
Pennsylvania Governor's Policy Office	Joanne R. Denworth
Pennsylvania Department of Transportation	Robert Hannigan
Bucks County	(not represented)
Chester County	Carol Aichele Ronald T. Bailey
Delaware County	John Pickett
Montgomery County	Kenneth Hughes
Burlington County	Jerald R. Cureton, Esq. Carol Ann Thomas
Camden County	Louis Cappelli, Jr., Esq.
Gloucester County	Charles E. Romick
Mercer County	Donna Lewis
City of Chester	William Payne

City of Philadelphia	Gary Jastrzab
City of Camden	Edward Williams
City of Trenton	Andrew Carten
<u>Non-Voting Members</u>	
Federal Highway Administration New Jersey Division	(not represented)
Pennsylvania Division	(not represented)
U.S. Department of Housing and Urban Development, Region III	(not represented)
U.S. Environmental Protection Agency, Region III	(not represented)
U.S. Environmental Protection Agency, Region II	(not represented)
New Jersey Office of Smart Growth	James Requa
Federal Transit Administration, Region III	(not represented)
Southeastern Pennsylvania Transportation Authority	Jerry Kane
New Jersey Transit Corporation	Jerry Lutin
Port Authority Transit Corporation	(not represented)
Delaware River Port Authority	Linda Hayes
New Jersey Department of Environmental Protection	(not represented)
Pennsylvania Department of Environmental Protection	Kevin Gallagher
Pennsylvania Department of Community and Economic Development	(not represented)
Regional Citizens Committee Chairman	Warren Strumpfer
<u>DVRPC Co-Counsel</u>	
Pennsylvania Co-Counsel New Jersey Co-Counsel	Ben Parvey, Esq. Thomas Coleman, Esq.

DVRPC Staff: Barry J. Seymour, Donald S. Shanis, Richard Bickel, Thabet Zakaria, Elizabeth Schoonmaker, Michael Boyer, Stacey Bartels, Candy Snyder, and Jean McKinney.

Guests

Pennsylvania Department of Transportation	James Mosca Linda Guarini (Dist. 6) Jonathan Korus (Dist. 6)
Cross County Connection Transportation Management Association	William Raggozine
Delaware River Joint Toll Bridge Commission	Glenn F. Reibman
New Jersey Turnpike Authority	Brian Wahler

Call to Order - Chair's Comments

Chair Joanne R. Denworth called the meeting to order at 10:08 a.m.

Public Comments on Non-Agenda Items

No public comments were stated on non-agenda items.

Chair Denworth introduced and welcomed David Mandelbaum who will be replacing Richard Hayden, Esq. as the new Pennsylvania Governor's Appointee to the Board.

1. Minutes of Meeting of April 26, 2007

On a **Motion** by Mr. Payne, seconded by Mr. Romick, the minutes of the Board meeting of April 26, 2007 be approved as distributed.

2. Transportation Improvement Program (TIP) Actions

Elizabeth Schoonmaker, DVRPC staff, presented to the Board the following TIP actions:

a. TIP Action NJ07-37 PA07-37: Deferrals Resulting in Technical Deletions from the TIP, (MPMS#'s 14337, 14587, 13742, 13342)

- (1) Harmonyville Road over French Creek Bridge Replacement Project, (MPMS #14337), Chester County

- (2) Springton Road over Indian Run Bridge Replacement Project, (MPMS #14587), Chester County
- (3) Hellertown Road over Cooks Creek Bridge Replacement Project, (MPMS #13742), Bucks County
- (4) Delaware Road over Delaware Canal Bridge Replacement Project, (MPMS #13342), Bucks County

PennDOT has requested that DVRPC amend the FY2007-2010 TIP for Pennsylvania by deferring construction phases for 4 projects in the TIP, (MPMS #'s 14337, 14587, 13742, 13342) to later fiscal years, resulting in these projects being technically deleted from the program. These projects have not moved completely through the final design phase and are being deferred in order to provide funding for two other bridge projects that are ready to advance to construction, and one high priority bridge project that has come to light as necessary over the last few months.

The construction phase of the Harmonyville Road over French Creek Bridge Replacement Project, (MPMS #14337) has been deferred. Funding will instead be programmed to fund the construction of the US 202 Interim Bridge Repair project (MPMS #80208).

Springton Road over Indian Run Bridge Replacement Project (MPMS #14587), is not expected to be let for construction until FY 2011, and the funding will be used to fund the construction of the US 202 Interim Bridge Repair project (MPMS #80208).

Hellertown Road over Cooks Creek Bridge Replacement Project, (MPMS #13742), Bucks County and Delaware Road over Delaware Canal Bridge Replacement Project, (MPMS #13342), have also been deferred.

Phases being pushed out of the four year TIP program results in "technical deletions" of several projects. All of the projects deferred as part of this action will continue to show in the program with funding captured in "Later Fiscal Years" and their let date noted. DVRPC will keep a running list of any project that has been shifted back significantly since the beginning of the FY07 fiscal year, October 1, 2006. This list will be considered at the time of the FY09 PA TIP update which begins in the fall of 2007, along with the issue of whether to add new projects to the program.

Financial constraint will be maintained and the TIP's current conformity finding will not be impacted by this amendment as these projects are exempt from the regional air quality analysis.

After favorable recommendation was received from the Planning Coordinating Committee/Regional Transportation Committee (PCC/RTC) and the Regional Citizens Committee, the Board unanimously adopted the following **motion**:

MOTION by Mr. Hannigan, seconded by Mr. Hughes, that the Board approve TIP Action PA07-37, PennDOT's request to amend the TIP by deferring construction phases for four projects in the TIP (MPMS #'s 14337, 14587, 13742, 13342) to later fiscal years, resulting in those projects being technically deleted from the TIP.

b. PA07-43: US 202 Interim Bridge Repair, Proposed New Project (MPMS #80208), Chester County

PennDOT has requested that DVRPC amend the FY2007-2010 TIP for Pennsylvania by adding a new project in the TIP, the US 202 Interim Bridge Repair project (MPMS #80208), and programming \$3.5 million for final design and construction. This bridge is located in West Goshen Township on SR 0202, West Chester Bypass over SEPTA, just north of Matlack Street. It is a four lane structure on the limited access section of US 202, Section 200, and is a high traffic location with estimated daily traffic in excess of 50,000 daily. The bridge is severely deteriorated. The request to add this project to the TIP is being made due to the fact that the previous consultant inspection of the structure did not indicate the critical condition of the structure. PennDOT's December 2006 inspection determined that it should be replaced immediately. The project will include the complete replacement of the existing bridge superstructure consisting of continuous steel girders and reinforced concrete deck.

100% State Bridge funding will be programmed for final design in FY07 (\$650,000) and construction in FY07(\$800,000), FY08 (\$657,000), and FY09 (\$1,423,000).

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

The TIP's current conformity finding will not be impacted by this amendment as this project is exempt from the regional air quality analysis.

c. PA07-44: Point Pleasant Pike over PA Canal Bridge Replacement, (MPMS #13245), Bucks County

PennDOT has requested that DVRPC amend the FY2007-2010 TIP for Pennsylvania by adding a project back into the TIP, the Point Pleasant Pike over PA Canal Bridge Replacement (MPMS #13245), and programming construction in FY07 and FY08. This project was originally programmed for construction in FY05 (\$900,000 State), but was never authorized for construction and was not carried over into the current program. State funding will be programmed for construction in FY07(\$500,000) and FY08

(\$1,000,000) State.

This project has taken a long time to move through the design process because of the various historic and north side access issues. The intent of the project is to rehabilitate the bridge as necessary to provide acceptable live load ratings for single and emergency vehicles, school buses and delivery trucks while preserving the unique character of the existing structure. This project involves the rehabilitation of the existing historic structure which carries S.R. 1006 (Byram Road) over the Delaware Division of the Pennsylvania Canal. Minor roadway reconstruction, milling and overlay of the approach roadway would be necessary. This bridge is on the National Register of Historic Places and located within the Point Pleasant Historic District and spans the National Historic Landmark Pennsylvania Canal. A temporary runaround would be constructed on the north side of the Point Pleasant Bridge to allow access to residential and commercial property on the east side of the bridge during the rehabilitation process.

Financial constraint will be maintained by making adjustments to other existing TIP projects whose schedules or costs have changed and the TIP's current conformity finding will not be impacted by this amendment as this project is exempt from the regional air quality analysis.

d. PA07-45: Old Bethlehem Road over Cooks Creek Bridge Replacement Project (MPMS #73009), Bucks County

PennDOT has requested that DVRPC amend the FY2007-2010 TIP for Pennsylvania by adding a project back into the current TIP, the Old Bethlehem Road over Cooks Creek Bridge Replacement project (MPMS #73009), and programming construction in FY07 (\$443,000 Federal/\$111,000 State) and FY08 (\$374,000 Federal/\$94,000 State). This project was originally programmed for preliminary engineering in FY06 (\$375,000). This project will include the reconstruction of a bridge over Cooks Creek.

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

The TIP's current conformity finding will not be impacted by this amendment as this project is exempt from the air quality analysis.

Favorable recommendation was received from the PCC/RTC that the Board approve TIP Actions PA07-43, PA07-44, and PA07-45.

Favorable recommendation was received from the RCC that the Board approve TIP Actions PA07-43 and PA07-44. The RCC did **not** recommend approval of TIP Action PA07-45 and recommends that all TIP projects "fully evaluate the existing, latent and projected needs of pedestrians and bicyclists" as per PennDOT's strike-off letter dated April 4, 2007 (distributed to the Board), regarding "Integration of pedestrian and

bicycle Modes of Transportation into the Planning and Design Process.” If there was a bicycle/pedestrian exclusion on this project, the RCC would like to know what that exclusion was.

Ms. Schoonmaker responded that DVRPC makes every effort to evaluate accommodations for pedestrians and bicyclists on all projects.

Robert Hannigan, PennDOT, commented that although PennDOT evaluates the design for sidewalks and bicycle paths, it is not feasible on all projects.

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

MOTION by Mr. Cureton, seconded by Ms. Aichele, that the Board approve the following TIP Actions:

- (1) TIP Action PA07-43, PennDOT’s request to amend the FY2007-FY2010 TIP by adding a new \$3.5 million project to the TIP, the US 202 Interim Bridge Repair project (MPMS #80208), and programming 100% State Bridge funds for final design in FY07 (\$650,000) and construction in FY07(\$800,000), FY08 (\$657,000), and FY09 (1,423,000).
 - (2) TIP Action PA07-44, PennDOT’s request to amend the FY2007-FY2010 TIP by adding a project back into the TIP, the Point Pleasant Pike over PA Canal Bridge Replacement project (MPMS #13245), and programming state funds for construction in FY07 (\$500,000) and FY08 (\$1,000,000).
 - (3) TIP Action PA07-45, to amend the FY2007 - FY2010 TIP by adding a project back into the TIP, the Old Bethlehem Road over Cooks Creek Bridge Replacement project (MPMS #73009), and programming funds for construction in FY07 (\$443,000 Federal/\$111,000 State) and FY08 (\$374,000 Federal/\$94,000 State).
- e. PA07-47: Upper Dublin Township Street Improvement Project, (Proposed New DEMO Project) (MPMS #74814), Montgomery County

Upper Dublin Township has requested that DVRPC amend the FY2007-2010 TIP for Pennsylvania by adding a new project to the TIP, the Upper Dublin Township Street Improvement project (MPMS # 74814), and programming DEMO funds provided by a SAFETEA-LU earmark, (ID# 3518) in the amount of \$1.2 million combined with a local match of \$315,392 provided by the township for design and construction in FY07 and FY08. This project will include the reconstruction of the existing four lane main thoroughfare of Virginia Drive and Commerce Drive serving the Fort Washington Office Center. This project will involve base repair, reclamation of the existing paving and a portion of the stone base, and application of superpave binder and

wearing courses. Any additional funds required to complete the project will be provided locally.

Financial constraint will be maintained as this project uses specially earmarked DEMO funds provided by SAFETEA-LU, ID# 3518.

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

Favorable recommendation was received from the PCC/RTC that the Board approve TIP Action PA07-47.

The RCC recommended that the Board **not** approve TIP Action PA07-47 based on the projects' earmark funding and questions whether this project includes bicycle/pedestrian accommodations.

Kenneth Hughes, Montgomery County, responded that these public roads service the Fort Washington Office Center and there are existing sidewalks. Also, the future Cross County Multi-purpose Trail will parallel the main road (Virginia Drive) through the office center and accommodate bicycles.

After discussion, the Board unanimously adopted the following **motion**:

MOTION by Mr. Hughes, seconded by Mr. Pickett, that the Board approve TIP Action PA07-47, Upper Dublin Township's request to amend the FY2007-FY2010 TIP, by adding a new project, the Upper Dublin Township Street Improvement Project (MPMS # 74814), and programming funds for design in FY07 (\$3,000 Local) and construction in FY08 (\$1,200,000 DEMO/\$312,392 local match). Any additional funds required to complete the project will be provided locally.

- f. PA07-48a: North Delaware Avenue Extension/Bridesburg (MPMS #46956), Philadelphia

The City of Philadelphia has requested that DVRPC modify the FY2007-2010 TIP for Pennsylvania by increasing the North Delaware Avenue Extension project (MPMS #46956) by \$10 million (\$8 million DEMO/\$2 million local match) and adding the final design and right-of-way phases. The \$8 million DEMO will be provided by a SAFETEA-LU earmark, ID# 3286. The final design and right-of-way phases were not authorized last year and need to be added to the TIP in order for the project to advance.

The project will include the construction of a new roadway and a new bridge across Frankford Creek to serve as a "spine roadway" that will help alleviate

heavy truck traffic off of narrow Richmond Street which is parallel to the proposed new roadway. The project has been identified as the first of a multi-phased project to construct a "River Road" along the North Delaware Riverfront amidst planned residential and recreational facilities including a \$15 million North Delaware River Greenway trail, a joint project of Philadelphia Streets Department, Fairmount Park Commission, and Pennsylvania Environmental Council. The new road will extend between Lewis Street where it currently ends, further north approximately 1-1/2 miles to Buckius Street. The roadway is planned with wide shoulders for bike use and sidewalks.

Funding will be programmed for final design in FY07 (\$560,000 DEMO/\$140,000 Local), right of way in FY07 (\$1,600,000 DEMO/\$400,000 Local) and FY08 (\$1,600,000 DEMO/\$400,000 Local), and construction in FY08 (\$8,192,000 DEMO/\$2,048,000 Local), (\$800,000 STU/\$200,000 Local) and FY09 (\$1,648,000 STU/\$412,000 Local).

Financial constraint will be maintained as this project uses specially earmarked DEMO funds provided by SAFETEA-LU, ID# 3286 and the TIP's current conformity finding will not be impacted by this amendment as this project has already been included in the regional air quality analysis.

g. PA07- 48b: Frankford Avenue -Mayfair-Streetscape Improvement Project, (Proposed New DEMO Project) (MPMS #74833), Philadelphia

The City of Philadelphia has requested that DVRPC amend the FY2007-2010 TIP for Pennsylvania by adding a new project to the TIP, the Frankford Avenue - Mayfair-Streetscape Improvement project (MPMS #74833), and programming DEMO funds provided by a SAFETEA-LU earmark, (ID# 2935) in the amount of \$1,000,000, and a \$250,000 local match provided by the City of Philadelphia for construction in FY07. The project will be completed in conjunction with Mayfair Community Development Corporation (CDC), who plans to revitalize Frankford Avenue from Harbison Avenue to Cottman Avenue, specifically in the vicinity of the Devon Theater and other surrounding businesses. The project will include streetscape improvements such as pedestrian signals, sidewalks, bumpouts, trees, street furniture, angle parking, pavement markings, median islands, and decorative pavement markings. Any additional funds required to complete the project will be provided locally.

Financial constraint will be maintained as this project uses specially earmarked DEMO funds provided by SAFETEA-LU, ID# 2935 and the TIP's current conformity finding will not be impacted by this amendment as this project has already been included in the regional air quality analysis.

h. PA07- 48c: Schuylkill River Park Rail Crossings, (Proposed New DEMO Project) (MPMS #74829), Philadelphia

The City of Philadelphia has requested that DVRPC amend the FY2007-2010 TIP for Pennsylvania by adding a new project to the TIP, the Schuylkill River Park Rail Crossings project (MPMS #74829), and programming DEMO funds provided by a \$600,000 SAFETEA-LU earmark (ID# 4829), acknowledging a toll credit match. The entire design phase will be funded with local funds and programmed in FY07 (\$150,000 local). The project will include the construction of two at grade rail crossings over the CSX rail line to access the Schuylkill River Park in Philadelphia. The at grade crossings will be located at Race Street and Locust Street and will create a safe link for pedestrian and bicyclists between the Schuylkill River Park project (MPMS #17754) and Center City. Construction will be funded in FY08 (\$600,000 DEMO/\$0 toll credit match). Any additional funds required to complete the project will be provided locally.

Financial constraint will be maintained as this project uses specially earmarked DEMO funds provided by SAFETEA-LU, ID# 4829 and the TIP's current conformity finding will not be impacted by this amendment as this project is exempt from regional air quality analysis.

I. PA07- 48d: Please Touch Museum Access, (Proposed New DEMO Project) (MPMS #74825), Philadelphia

The City of Philadelphia has requested that DVRPC amend the FY2007-2010 TIP for Pennsylvania by adding a new project to the TIP, the Please Touch Museum Access project (MPMS #74825), by programming DEMO funds provided by two (2) SAFETEA-LU earmarks, (ID# 4814) \$1 million; (ID# 362) \$300,000, and a \$325,000 local match provided by the Please Touch Museum for construction in FY07 and FY08. The project has been under construction since January of 2006 and will provide for the renovation of Memorial Hall as well as the expansion of the west side parking lot and access roads of Memorial Hall in order to accommodate additional visitors to the new Please Touch Museum located in Fairmount Park at Memorial Hall. New drainage will also be added for the expanded parking lot. Deteriorated trees will be removed and two trees will be replaced for every one removed. The museum is expecting to move into the renovated Memorial Hall in the fall of 2008. Any additional funds required to complete the project will be provided locally.

Financial constraint will be maintained as this project uses specially earmarked DEMO funds provided by SAFETEA-LU, ID #4814 and ID #362 and the TIP's current conformity finding will not be impacted by this amendment as this project is exempt from the regional air quality analysis.

In general, the PCC/RTC does not agree with earmark funding, however recommends the Board approve TIP Actions PA07-48a, PA07-48b, PA07-48c, and PA07-48d.

The RCC supports the validity of TIP Actions PA04-48a, PA07-48b, PA07-48c, and PA07-48d, however could not take a stand or vote of these projects because of their earmark funding source.

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

MOTION by Mr. Jastrzab, seconded by Mr. Hughes, that the Board approve the following TIP Actions:

- (1) TIP Action PA07-48a, the City of Philadelphia's request to modify the FY2007-FY2010 TIP by increasing the North Delaware Avenue Extension project (MPMS #46956), by \$10 million and programming final design in FY07 (\$560,000 DEMO/\$140,000 Local), right-of-way in FY07 (\$1,600,000 DEMO/\$400,000 Local) and FY08 (\$1,600,000 DEMO/\$400,000 Local), and construction in FY08 (\$8,192,000 DEMO/\$2,048,000 Local), (\$800,000 STU/\$200,000 Local) and FY09 (\$1,648,000 STU/\$412,000 Local).
- (2) TIP Action PA07-48b, the City of Philadelphia's request to amend the FY2007-FY2010 TIP by adding a new project to the TIP, Frankford Avenue - Mayfair-Streetscape Improvement Project (MPMS #74833), and programming funds for construction in FY07 (\$1,000,000 DEMO/\$250,000 local match). Any additional funds required to complete the project will be provided locally.
- (3) TIP Action PA07- 48c, the City of Philadelphia's request to amend the FY2007 - FY2010 TIP by adding a new project to the TIP, the Schuylkill River Park Rail Crossings project (MPMS #74829), and programming design in FY07 (\$150,000/local) and construction in FY08 (\$600,000 DEMO/\$0 Toll Credit Match). Any additional funds required to complete the project will be provided locally.
- (4) TIP Action PA07- 48d, the City of Philadelphia's request to amend the FY2007-FY2010 TIP by adding a new project to the TIP, the Please Touch Museum Access project (MPMS #74825), and programming the construction phase in FY07 (\$300,000 DEMO/\$75,000 Local) and FY08 (\$1,000,000 DEMO/\$250,000 Local). Any additional funds required to complete the project will be provided locally.

3. Fiscal Year 2008 DVRPC Planning Work Program Amendments

a. DVRPC FY 2008 Planning Work Program Amendment: Interstate 95/

Columbus Boulevard Traffic Study (I-676 to I-76)

Donald S. Shanis, Deputy Executive Director, explained to the Board that PENNDOT has requested that DVRPC prepare traffic forecasts for Columbus Boulevard, Interstate 95, and the I-95/Columbus Boulevard interchanges between the Vine Expressway (I-676) and the Walt Whitman Bridge (I-76). These forecasts will include traffic associated with the Foxwoods and Sugarhouse casinos and the planned condominiums along Columbus Boulevard in South Philadelphia and along Delaware Avenue, north of Vine Street. Bicycle and pedestrian access and amenities will also be examined for their potential to enhance safety and provide access in the study area. This study will be coordinated with the ongoing DVRPC study for the I-95 interchanges between Allegheny Avenue and I-676 and with Philadelphia's Central Delaware Waterfront Design Study.

The cost and source of funds will be \$160,000 in dedicated funds from Pennsylvania Department of Transportation.

After favorable recommendation was received from the PCC/RTC and the RCC, the Board unanimously adopted the following **motion**:

MOTION by Mr. Jastrzab, seconded by Mr. Hannigan, that the Board amend the DVRPC Fiscal Year 2008 Planning Work Program to include the Interstate 95/Columbus Boulevard Traffic Study (I-676 to I-76).

b. Route 38 Corridor Smart Growth Land Use and Transportation Plan in Burlington County, New Jersey

Richard Bickel, DVRPC staff, explained to the Board that Burlington County's Office of Economic Development and Regional Planning requested that DVRPC amend the Fiscal Year 2008 Planning Work Program to include a Smart Growth Land Use Management Plan and Transportation Analysis for the Route 38 Corridor from Pennsauken Creek (Maple Shade) to Route 206 (Southampton). The proposed 18-month study would: (1) assess the eight municipality corridor's transportation issues and improvement needs within the context of the existing community character and regional, county and local planning goals and policies, and (2) develop a corridor Land Use Management Plan and action strategy. The study will be entirely funded by the New Jersey Department of Transportation (NJDOT), using Interstate Maintenance Discretionary Funds earmarked for the I-295 and Route 38 Missing Moves Project.

DVRPC would provide general administrative supervision of the project, working with the Burlington County staff, NJDOT, New Jersey Transit and a competitively selected consultant firm or team. In addition to an initial study

briefing for corridor municipal officials, six meetings of the study technical committee and three public meetings are proposed. As part of the Corridor Visioning and Land Use Management Plan development process, five vision statement meetings and four plan development meetings are also proposed.

After favorable recommendation was received from the PCC/RTC and the RCC, the Board unanimously adopted the following **motion**:

MOTION by Mr. Cureton, seconded by Mr. Barnes that the Board approve the proposed FY 2008 Planning Work Program amendment for the Route 38 Corridor Smart Growth Land Use and Transportation Analysis in Burlington County, New Jersey.

4. **US 202, Section 700 Parkway: Proposed Revisions to the National Highway System (NHS)**

Dr. Shanis explained to the Board that In order to reflect changes in the classification of the future and existing US 202 highways, the US 202, Section 700 Parkway, upon construction, will be added to the National Highway System (NHS) and the existing section of US 202 between PA 63 (Welsh Road) and the PA 611 Bypass will be removed from the NHS. The Federal Highway Administration (FHWA) administers this process according to federal regulations. The DVRPC Board is required to take action in support of the proposed changes before PennDOT can petition the FHWA for these NHS changes.

Favorable recommendation was received from the PCC/RTC.

The RCC also recommended Board approval, however the RCC maintains its general opposition to any increase in capacity and the Route 202, Section 700 project.

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

MOTION by Mr. Hughes, seconded by Ms. Aichele, that the Board approve the US 202, Section 700 Parkway National Highway System redesignation.

5. **Approval of FY 2007 Round 5 Project Selection for the Transportation and Community Development Initiative (TCDI) Program**

Karen Cilurso, DVRPC staff, explained to the Board that the Transportation and Community Development Initiative (TCDI) was created by the Delaware Valley Regional Planning Commission (DVRPC) in 2002 to support local development and redevelopment efforts in the individual municipalities of the Delaware Valley that implement municipal, county, state, and regional planning objectives. While the region continues to grow and prosper, there are still communities that face ongoing challenges and have lagged behind.

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. Pennsylvania and New Jersey, as well as a number of counties within the region, have programs now underway to support community revitalization. The regional TCDI seeks to support and leverage those programs, by providing funding of up to \$125,000 in selected municipalities to undertake planning, analysis or design initiatives for projects or programs which enhance development or redevelopment and improve the efficiency or enhance the regional transportation system. To date, over 100 planning projects have been funded in all nine counties to support local revitalization efforts. A significant number of those projects have since leveraged additional public or private investment to implement the recommendations of those plans.

In 2007, a total of 63 new project applications were received for TCDI funding from 58 different municipalities throughout the nine counties. The funding requests totaled \$2.5 million in Pennsylvania and \$1.5 million in New Jersey. TCDI Review Committees representing the DVRPC counties, state agencies, non-profit organizations and academic representatives reviewed the projects and met to select priorities for funding for the FY 2007 round. The final list of recommended projects was distributed to the Board.

Funding for Round 5 (FY 2007) will now accommodate a new every other **year** cycle for solicitation of projects. Program funding includes: \$2 million FY 2007 federal highway funds with \$500,00 local match from the Pennsylvania TIP for projects; \$100,000 annually from the Pennsylvania Transportation and Land Use Planning Initiative for program administration; \$1 million FY 2007 federal highway funds with \$250,000 local match from the New Jersey TIP for projects; \$80,000 federal highway funds annually from the New Jersey TIP for program administration.

In Pennsylvania 37 proposals were received representing 23 different municipalities. Also, this year solicitation was open to community development corporations in the City of Philadelphia. In New Jersey 26 proposals were received representing 24 different municipalities.

Ms. Cilurso then presented the dollar distribution for each county and the type of projects awarded. Although the majority of projects are for downtown revitalization, others include economic development studies, bicycle and pedestrian

enhancements, multi-municipal projects, feasibility studies, community trolley service and access, and transit oriented development (TOD) studies.

Barry J. Seymour, Executive Director added that the project accomplishments have proven this program to be very successful within the past five years.

After favorable recommendation was received from the PCC/RTC and the RCC, the Board unanimously adopted the following **motion**:

MOTION by Mr. Barnes, seconded by Mr. Carten, that the Board approve the list of recommended FY 2007 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.

6. Adoption of the Coordinated Human Services Transportation Plan (CHSTP)

Ms. Cilurso explained to the Board SAFETEA-LU included a four-year (FY 2005 to FY 2009), Federal Transit Administration (FTA) initiative entitled the Coordinated Human Services Transportation Plan (CHSTP). This new program is intended to help fund transportation services and supportive activities that facilitate access to jobs for welfare and lower-income persons, persons with disabilities, and elderly populations. Within this new plan, three programs must be coordinated through one regional plan: the Job Access and Reverse Commute Program (Section 5316), the New Freedoms Initiative (Section 5317), and Elderly Individuals and Individuals with Disabilities (Section 5310).

In regions over 200,000 population, metropolitan planning organizations (MPO's) are charged with adopting a regional plan, selecting project applicants, and committing to add projects and funding to the regional Transportation Improvement Program (TIP) when grants are approved. In response to the new SAFETEA-LU requirements, DVRPC has prepared a CHSTP which includes the following mandated sections: brief history of the Federal Transit Administration's programs, a description of welfare legislation, pertinent demographic and travel information, an explanation of the new coordinated human services transportation planning requirements, an assessment of the strategies and goals for the regional plan, a gap analysis of existing services, and expanded participation in various committees. The proposed Plan builds upon DVRPC's adopted Areawide Job Access and Reverse Commute Transportation Plan (which will be repealed by the CHSTP when it is adopted).

DVRPC held two focus group meetings for Pennsylvania and New Jersey transportation and human service providers during fiscal year 2007. In addition, a regional assessment of collaboration and coordination among various transportation

and human service providers was conducted. The CHSTP includes an analysis of the assessment, as well as additional participation from outside groups.

On March 22, 2007, the DVRPC Board authorized a 30-day public comment period, including two public hearings (on April 12th at Cherry Hill Township and on April 10th at DVRPC). All comments received by the close of the comment period were reviewed, and DVRPC staff prepared a summary of comments and responses (distributed to the Board). Again, where pertinent, additional changes were made to the proposed CHSTP. The Plan is proposed for adoption by the DVRPC Board, in anticipation of future action on Section 5310, JARC, and New Freedom grant program funding this fall. Once adopted, DVRPC will forward the required PennDOT certification letter and copies of the CHSTP to the pertinent federal, state, and local agencies.

After favorable recommendation was received from the PCC/RTC and the RCC, the Board unanimously adopted the following **motion**:

MOTION by Mr. Pickett, seconded by Mr. Payne, that the Board approve the Coordinated Human Services Transportation Plan (CHSTP) by adopting Resolution No. B-FY07-008 (copy attached).

7. Adoption of the Revisions to the *Destination 2030* Long Range Plan

Michael Boyer, DVRPC staff, explained to the Board that as the designated Metropolitan Planning Organization for the Philadelphia region, DVRPC is charged with developing a long range land use and transportation plan for the region. The *Destination 2030* Long Range Plan was adopted in June 2005.

A new federal transportation funding bill, SAFETEA-LU, was signed into law in August 2005. SAFETEA-LU required additional metropolitan planning regulations to be met by July 2007. DVRPC has worked with national, state and regional stakeholders to address the mandated changes and make *Destination 2030* compliant with SAFETEA-LU requirements. Key revisions include addressing additional planning factors; consultation and coordination procedures; increased emphasis on transportation operations; discussion of environmental mitigation activities; and updating costs to year-of-expenditure dollars for projects contained in the Long Range Plan.

A formal public comment period was held from April 20th through May 21st, 2007 which included two public meetings. A summary of those comments and responses were distributed to the Board.

After favorable recommendation was received from the PCC/RTC and the RCC, the Board unanimously adopted the following **motion**:

MOTION by Mr. Hughes, seconded by Mr. Cureton, that the Board approve the revisions to the *Destination 2030* Long Range Plan by adopting Resolution No. B-FY07-009 (copy attached).

8. Adoption of the Conformity Finding of the DVRPC *Destination 2030* Long Range Plan, the FY 2008-2011 New Jersey Transportation Improvement Program (TIP), and the FY 2007-2010 Pennsylvania TIP

Sean Green, DVRPC staff, explained to the Board that the Transportation conformity is a process established by the Clean Air Act to ensure that federal transportation projects and transportation investment activities are consistent with (“conform to”) state commitment for meeting air quality goals. DVRPC has performed a regional emissions analysis to determine transportation conformity of the FY 2007 Pennsylvania and FY 2008 New Jersey TIPs and the *Destination 2030* Long Range Plan.

In April 2007, the DVRPC opened a minimum 30-day public comment period to receive comment on the draft conformity finding of the FY 2007 Pennsylvania TIP, FY 2008 New Jersey TIP, and the *Destination 2030* Long Range Plan. This conformity finding covers:

- Ozone (the entire DVRPC planning area);
- CO (Burlington, Camden, Mercer and Philadelphia Counties);
- PM_{2.5} (the Philadelphia-Wilmington, PA-NJ-DE PM_{2.5} Non-attainment Area); and
- PM_{2.5} (the DVRPC portion of the New York-Northern New Jersey-Long Island, NY-NJ-CT PM_{2.5} Non-attainment Area).

DVRPC has held a public comment period from April 20, 2007, to May 21, 2007, and has hosted two public meetings. DVRPC has not received any comments regarding the draft conformity finding during the comment period.

After favorable recommendation was received from the PCC/RTC and the RCC, the Board unanimously adopted the following **motion**:

MOTION by Mr. Carten, seconded by Mr. Hannigan, that the Board adopt the conformity finding of the FY 2007/2008 DVRPC TIPs and the *Destination 2030* Long Range Plan by approving Resolution B-FY07-010 (copy attached).

9. Approval to Send Letter of Support for Increasing the Federal Limit of the Transit Benefit

Stacy Bartels, DVRPC staff, explained to the Board that DVRPC's transit benefit program, TransitChek, provides employers and their participating employees a tax break when those employees take transit to work. TransitChek allows implementation of the Transportation Fringe Benefit (US IRS Code 132(f)) in the DVRPC region. This federal legislation currently provides for both parking and transit components (TransitChek addresses the transit portion), but these components are "capped" at different levels: parking is currently allowed up to \$215/month while transit is allowed only up to \$110/month. This disparity can create a financial incentive to employees to drive alone and take advantage of the greater savings from the parking side of the program.

Congressman Jim McGovern (D-MA) has introduced legislation which seeks to create parity between these two components, thereby making transit, when available, an option as attractive as driving. This would also save transit-riding commuters, and their employers, more money while helping to improve the fuel-efficiency of our national transportation network. In the essence of fiscal responsibility, once the cap is raised, the annual COLA allowed under current legislation would be frozen until the transit cap is made revenue-neutral.

DVRPC, as the administrator of TransitChek on behalf of our transit systems, believes this legislation would be beneficial to all parties involved, and would like to send a letter (distributed to the Board) of support to the two leaders of the Ways and Means Committee responsible for leading discussion on this issue. (Copies will also be sent to appropriate Pennsylvania and New Jersey senators and congress members.)

After favorable recommendation was received from the PCC/RTC and the RCC, the Board unanimously adopted the following **motion**:

MOTION by Mr. Barnes, seconded by Mr. Payne, that the Board authorize the Executive Director to send a letter of support to leaders of the Ways and Means Committee of the U.S. Congress supporting the legislation for increasing the federal limit of the transit benefit.

11. Adoption of the DVRPC Regional Safety Action Plan

Ms. Bartels explained to the Board that SAFETEA-LU has greatly expanded DVRPC's role in transportation safety. This new legislation made transportation safety its own planning factor with specific guidance, and, therefore, charged DVRPC with improving the safety of the transportation network in the Philadelphia/Camden/Trenton metropolitan area for all users.

Although DVRPC already included transportation safety in its projects and programs, it became imperative that this planning factor be given a more focused attention. To plan for safe mobility in the region, a more innovative, integrative and

collaborative process was sought. The approach embraces comprehensive partnerships and calls on the resources of both traditional and non-traditional partners. A Regional Safety Task Force was formed and through an all-encompassing 18 month process the Regional Safety Action Plan (distributed to the Board) was developed.

The Regional Safety Action Plan is a companion piece to the *Destination 2030* Update as it strives to satisfy SAFETEA-LU mandates. The plan focuses on reducing crashes and fatalities on the region's roadway system. It provides a roadmap for effective coordination, cooperation, collaboration and communication among safety professionals and stakeholders throughout the region for the purpose of saving lives. It also helps to maintain DVRPC's focus on transportation safety planning.

This plan is complementary to NJDOT and PennDOT Strategic Highway Safety Plans and the DVRPC TIP. It is a sound, comprehensive plan built through consensus; and addresses all users and surface transportation modes while incorporating the 4Es of safety planning (Engineering, Education, Enforcement, and Emergency Medical Service). This plan is dynamic and will be evaluated and updated as appropriate.

After favorable recommendation was received from the PCC/RTC and the RCC, the Board unanimously adopted the following **motion**:

MOTION by Mr. Romick, seconded by Mr. Payne that the Board adopt the DVRPC Regional Safety Action Plan.

11. Approval of Technical Corrections to the Highway Functional Classification System for Pennsylvania

Dr. Shanis explained to the Board that the Federal Highway Administration (FHWA), in cooperation with the State Departments of Transportation, has established a process for designating how all public roadways relate to each other according to their function in carrying traffic from one part of the network to another by categorizing them into various classes. The product of this process is the Highway Functional Classification System.

The underlying rationale of the system is that there is a hierarchy of routes, with Interstates at the top, moving down to Principal and Minor Arterials, then to Collectors, and ending with Local roads. These classes are further defined as being either Urban or Rural. Within this rationale there is also the concept of connectivity. That is, classes can only connect to each other or to the next higher class.

Following each decennial census, FHWA requests that each state update the Urban Boundary line which demarcates the urban areas from the rural areas, generally based on Census urbanized areas. DVRPC adopted a new Urban Boundary line in May 2003. As a consequence of revising the Urban Boundary line, many roads needed to be reclassified. DVRPC expanded that effort to include a complete review

of the functional classification of all roads in each PA county in the region, having already conducted a similar effort in the NJ counties. DVRPC adopted the revised Highway Functional Classification System for the Pennsylvania counties in February 2006.

As PennDOT was entering the DVRPC revisions into their system, they found a few locations where the rules of connectivity were not met. PennDOT proposed minor changes (distributed to the Board) that would correct these problems. DVRPC has reviewed these changes with the affected counties (one in Bucks, four in Chester and one in Montgomery). All concurred. The Montgomery County correction was offered as two options. The county selected option 2.

After favorable recommendation was received from the PCC/RTC and RCC, the Board unanimously adopted the following **motion**:

MOTION Ms. Aichele, seconded by Mr. Cureton, that the Board approve the technical corrections to the Highway Functional Classification System for the Pennsylvania counties and forward it to PennDOT for approval by FHWA.

12. Proposed Amendments to the Tri-County Water Quality Management Plan (WQMP)

Suzanne McCarthy explained to the Board that In 1984, the New Jersey Department of Environmental Protection implemented a procedure to ensure that all requests for water quality permits are consistent with approved Wastewater Management Plans and the Tri-County Water Quality Management Plan. New Jersey DEP reviews all permit applications and for those which are inconsistent with Wastewater Management Plans or the Tri-County Water Quality Management Plan, the applicant may elect to seek a plan amendment.

DVRPC is the designated area-wide water quality management planning agency for the Tri-County area (Burlington, Camden and Gloucester counties), and DVRPC approval is one of several that amendment applicants must receive before New Jersey DEP will consider the amendment package to be complete.

The following amendments have been requested:

- a. Total Maximum Daily Loads (TMDL) for Phosphorous to Address Stream Segments within two Subwatersheds - Annaricken Brook and Barkers Brook in the Lower Delaware Water Region, Burlington County

The Annaricken Brook and Barkers Brook areas do not meet the Surface Water Quality Standards for the parameters of total phosphorus and pH. Phosphorus is the pollutant of concern, for which these TMDL's are being established.

In the Annaricken Brook subwatershed, agriculture provides 86.73% of the current load and the TMDL calls for a maximum loading capacity from this source of 65.3%. The current load from agriculture in the Barkers Brook land use load allocation is 81.89%, with the TMDL maximum loading capacity at 50.67%.

The actions needed to achieve TMDL target reductions rely primarily on the municipal Stormwater management rules and on the voluntary conservation programs available to farmers through the Natural Resource Conservation Service. In this case, it involves looking at land use and determine what percentage reduction must occur from all sources coming into those streams. For Annaricken Brook it is a 54.6% reduction and for Barkers Brook it is a 66% reduction.

When the TMDL's are calculated and compiled, an implementation plan will be laid out as to how these corrections will be achieved.

- b. Swedesboro-Woolwich Elementary School, Amendment to Logan Township Municipal Utilities Authority (MUA) Wastewater Management Plan (WMP), Woolwich Township, Gloucester County

This proposed amendment would revise the Logan Township MUA WMP and the Tri-County WQMP by adding a parcel totaling 68.43 acres to the Logan Township MUA sewer service area for a proposed elementary school located in Woolwich Township, Gloucester County.

- c. Bohemia Development Company Group Homes, Woolwich Township, Gloucester County

This amendment submitted by Bohemia Development Company Group proposes provision for on-site treatment and disposal of the wastewater flow from two new group homes to be built adjacent to an existing group home owned and operated by Advoserve of New Jersey, on three adjacent lots in Woolwich Township, Gloucester County.

The existing group home is presently served by a functioning septic system. The flow from the two new group homes is proposed to be treated and disposed of by two new septic systems, each with design flows of 1,830 gpd, for a total wastewater flow of 3,660 gpd. This is based on a net increase in population of 20 residents and four staff persons. The total wastewater planning flow for this facility, including both the existing facility and the new buildings, would be 5,490 gpd.

Brent Barnes, New Jersey Department of Transportation, inquired as to the

relationship of these proposed developments to the local master plan, particularly because the school is adjacent to the New Jersey Turnpike and located on a county road.

Ms. McCarthy responded that the tremendous growth in this area has called for this new school, however, she is not aware of the relationship to the local master plan. Woolwich Township did approve the amendment and we can only assume that it conforms to their master plan, however, we will investigate and add to this to future amendment fact sheets.

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

MOTION by Mr. Barnes, seconded by Mr. Payne, that the Board approve the Proposed Amendments to the Tri-County Water Quality Management Plan as follows: (1) Total Maximum Daily Loads (TMDL) for Phosphorous to Address Stream Segments within two Subwatersheds - Annaricken Brook and Barkers Brook in the Lower Delaware Water Region, Burlington County; (2) Swedesboro-Woolwich Elementary School, Amendment to Logan Township Municipal Utilities Authority (MUA) Wastewater Management Plan (WMP), Woolwich Township, Gloucester County; and (3) Bohemia Development Company Group Homes, Woolwich Township, Gloucester County by adoption Resolution Numbers B-FY07-011, B-FY07-012, and B-FY07-013.

13. Regional Citizens Committee (RCC) Report

Warren Strumpfer, RCC Chair reported the activities from the RCC meeting of May 16, 2007.

Mr. Strumpfer noted a correction to the RCC meeting minutes under the Chairman's Report as follows:

The first paragraph should read: Mr. Strumpfer reported that he was disappointed in the New Jersey Board members' stand that delayed the beginning of the Board meeting; posturing by New Jersey negated DVRPC sending their Pennsylvania Transportation and Funding Reform Principles.

Mr. Strumpfer expressed his disappointment that DVRPC only forwarded a cover letter to Congress and did not forward the proposed principles. He firmly believes that DVRPC should be definitive in its leadership on this issue particularly because

Governor Rendell presented his proposal at the March DVRPC Board meeting and asked for input.

Mr. Strumpfer also mentioned his concern that federal funding aid levels for county and municipal roads may be cut. This is a critical issue as most roads in the region

are constructed by counties or municipalities. Mr. Strumpfer will follow up with Charles Dougherty, DVRPC staff, to craft a statement on this topic to support DVRPC efforts to find and/or restore funding for the counties and municipalities.

Mr. Strumpfer then reported on the official PennDOT letter which now mandates that highway/bridge projects must evaluate bicycle/pedestrian needs as part of each project's planning process and thanked DVRPC for supporting this resolution.

Mr. Strumpfer complemented two Gloucester County projects: the traffic signal intersection improvement at Barnsboro Mountvale Road in Barnsboro and the wide shoulders and left turn lanes provided along Kings Highway near Mount Royal.

Lastly, Mr. Strumpfer reported that the RCC recommends that DVRPC establish the following as standard operating procedure: To include as a comment in each project description for the TIP and the Work Program the intent to facilitate access for bicycle/pedestrian/transit for the project in question; and if non-motorized transportation is not provided, then question why not.

Mr. Seymour responded that DVRPC is also looking for a balance between highway and transit, however, to only question bicycle/pedestrian/transit access on every individual project without questioning all other elements (i.e. stormwater management, landscaping, context, parking access, road access, etc.) does not fully represent the larger issue. Mr. Seymour would like to discuss this issue further with the RCC. Mr. Strumpfer agreed.

14. Nominating Committee Report: Proposed Candidates for Fiscal Year 2008 DVRPC Board Officers

Mr. Seymour announced the Nominating Committee's proposed slate of officers for Fiscal Year 2008 (July 1, 2007 through June 30, 2008) for DVRPC Board Officers as follows:

Chair:	Jerald R. Cureton, Esq, Burlington County
Vice Chair:	Carol Aichele, Chester County
Secretary:	James Ritzman, Pennsylvania Department of Transportation
Treasurer:	Charles F. Romick, Gloucester County

Elections will take place at the regular June Board meeting. At that time, nominations will be taken from the floor.

15. Executive Director's Report

Barry J. Seymour, Executive Director, reported on the following items:

a. DVRPC Annual Dinner, June 5, 2007

The DVRPC Annual Dinner is scheduled for June 5, 2007 at the Four Seasons Hotel in Philadelphia. Sponsorships for the dinner have done very well and attendance is expected at over 300.

b. 2007 Regional Assembly in New York City

Mr. Seymour attended the 2007 Regional Assembly in New York City. The primary focus was on issues of climate change and sustainability. A presentation, *PlaNYC*, was given by Mayor Bloomberg to show the City's plans to deal with such issues. Breakout sessions were held to discuss different elements related to issues of climate change which included transportation, community development, and energy sources.

Mr. Seymour mentioned that a meeting with the counties will take place after the Board Meeting to discuss similar issues within our region.

c. Chamber Day in Washington, D. C., May 9, 2007

Dr. Shanis reported that the Greater Philadelphia Chamber of Commerce invited some of its members to travel to Washington to meet with the Pennsylvania, New Jersey, and Delaware delegates. In the morning, fifteen minute meetings were scheduled with each congressman and in the afternoon meetings were scheduled with the senators. Each delegate had a chance to state some of the particular issues of concern to them, such as Amtrak. Mr. Shanis commented that this type of forum may be a good opportunity for DVRPC and its Board to meet with the delegates.

Mr. Seymour added that connecting with federal representatives is important and an opportunity was afforded to DVRPC to interact with Senator Lautenberg's staff to discuss earmarks. DVRPC identified projects which were felt to be high priority and recommended that earmarked projects be projects already identified out of the regional process which already have support. Two particular projects discussed were Route 42/Route 76 in Camden/Gloucester County and the Route 1 Bus Rapid Transit (BRT) in Mercer County.

d. Ozone Action Kickoff, May 10, 2007

The Ozone Action Kickoff was held on May 10, 2007. This press event included TV's meteorologist Hurricane Swartz, Fox TV, and a number of other local partners. The event was held at a gas station on Vine Street in Philadelphia which is the first gas station to sell E85 and biofuel.

e. New Jersey Garden State Preservation Trust Fund

Mr. Seymour reported the status of the New Jersey Garden State Preservation

Trust Fund. In 1996 a proposal was made by Governor Whitman to spend a billion dollars to preserve a million acres of land in New Jersey.

Since that time, in 1998, a 10-year bond issue for a \$100 million per year was issued which the state began distributing for state and county acquisitions to preserve land and farms. The 10-year program accelerated and spent a billion dollars, however, because of rising cost of land, preserved only 300,000 acres of land instead of the million acre goal. The Preservation Trust Fund is depleted and in order for there to be additional open space acquisitions, a new referendum would need to be introduced into the legislature.

f. Pennsylvania Transportation Funding

After Governor Rendell's presentation at the March Board Meeting, a letter from DVRPC was sent to the Pennsylvania State Senate and General Assembly with reference to the Governor's proposal. As of this date, only a few responses have been received.

Mr. Seymour mentioned the analysis released this week by Morgan Stanley which discussed the pros and cons of three different scenarios to deal with the transportation funding: (1) private/public partnerships; (2) public corporations; and (3) continued management by the Pennsylvania Turnpike Commission.

Chair Denworth commented that the Governor's proposal which includes public/private partnerships, leasing the Turnpike, and an oil tax has been presented to the legislature. The Morgan Stanley analysis demonstrated that the Turnpike proposal would generate the most amount of revenue and may even be able to meet transit as well as highway needs. Chair Denworth will keep the Board abreast of the status of this bill.

Mr. Seymour asked if public corporations were to manage the Turnpike, would the Turnpike Commission still be the operator? Mr. Hannigan responded that some control would remain if public corporations were the managers. If a private organization owns the turnpike, the control is less.

Mr. Seymour also inquired if tolls were increased on other roadways could these funds be used for other roads and transportation needs? Mr. Hannigan responded the proposals are being examined, however, the general rule is if you use federal funds for a road, it cannot be used for other purposes. However, the Federal Highway Administration is in support of tolling and public/private partnerships and have included these scenarios in their discussions.

Kenneth Hughes, Montgomery County, questioned if a regional policy from DVRPC is being developed on these issues.

Mr. Seymour responded that discussions will continue and recommendations and comments are welcome from the Board. Some discussion was held in favor of meeting with the state representatives to examine the options.

John Pickett, Delaware County, commented that one of the options Governor Rendell mentioned for additional transportation funding would be to tax the oil companies and inquired if this was being considered.

Ms. Denworth responded that there has been much opposition and not much support to the alternative of taxing oil companies.

16. Committee Reports

The following Committee Reports were distributed to the Board for their review:

- (1) Planning Coordinating Committee/Regional Transportation Committee, and
- (2) Land Use and Housing Committee.

17. One Minute Reports

Linda Hayes, Delaware River Port Authority (DRPA) reported that the Walt Whitman Bridge turned 50 years old on May 15. Ms. Hayes also reported that the DRPA Board met on May 17, 2007 and adopted resolutions for dredging and undertake an alternative analysis for the Rail Line into Gloucester County which has been funded through NJDOT.

OLD BUSINESS

No old business was stated.

NEW BUSINESS

No new business was stated.

There being no further business, the meeting was adjourned at 12:02 p.m.

Attachments:

- (1) PCC/RTC Recommendations to the Board for May 24, 2007
- (2) RCC Recommendations to the Board for May 24, 2007
- (3) Resolution Nos. B-FY07-008, B-FY07-009, B-FY07-010, B-FY07-011, B-FY07-012, and B-FY07-013.

Additional Documents Distributed to the Board:

(1) *Alert*, April 2007

(2) *TravelSmart*, April 2007

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DELAWARE VALLEY REGIONAL PLANNING COMMISSION

EXECUTIVE COMMITTEE

Minutes of Meeting of May 24, 2007

Location: Delaware Valley Regional Planning Commission
Main Conference Room 8th Floor
190 N. Independence Mall, West
Philadelphia, PA 19106

Membership Present

Representative

New Jersey Department of Community Affairs

Joyce Paul

Pennsylvania Department of Transportation

Robert Hannigan

New Jersey Department of Transportation

Brent Barnes

New Jersey Governor's Appointee

Jerry Mooney

Pennsylvania Governor's Appointee

David G. Mandelbaum

Pennsylvania Governor's Policy Office

Joanne R. Denworth

Pennsylvania Counties

Carol Aichele
Ronald Bailey

New Jersey Counties

Jerald R. Cureton, Esq
Carol Ann Thomas

City of Camden

Edward Williams

City of Philadelphia

Gary Jastrzab

Guests

Delaware County

John Pickett

Montgomery County

Kenneth Hughes

Gloucester County

Charles E. Romick

Mercer County

Donna Lewis

City of Chester	William Payne
City of Trenton	Andrew Carten
Pennsylvania Department of Transportation	James Mosca Linda Guarini (Dist. 6) Jonathan Korus (Dist. 6)
New Jersey Office of Smart Growth	James Requa
Southeastern Pennsylvania Transportation Authority	Jerry Kane
New Jersey Transit Corporation	Jerry Lutin
Delaware River Port Authority	Linda Hayes
Pennsylvania Department of Environmental Protection	Kevin Gallagher
Regional Citizens Committee Chairman	Warren Strumpfer
Cross County Connection Transportation Management Association	William Raggozine
Delaware River Joint Toll Bridge Commission	Glenn F. Reibman
New Jersey Turnpike Authority	Brian Wahler
<u>DVRPC Co-Counsel</u>	
Pennsylvania Co-Counsel New Jersey Co-Counsel	Ben Parvey, Esq. Thomas Coleman, Esq.

DVRPC Staff: Barry J. Seymour, Donald S. Shanis, Richard Bickel, Thabet Zakaria, Elizabeth Schoonmaker, Michael Boyer, Stacey Bartels, Candy Snyder, and Jean McKinney.

Call to Order

Chair Joanne R. Denworth called the Executive Committee meeting to order at 12:03 p.m.

1. Minutes of Meeting of April 26, 2007

On a **motion** by Mr. Jastrzab, seconded by Mr. Barnes, the minutes of the meeting of April 26, 2007 were approved as distributed.

**2. Nominating Committee Report: Proposed Candidates for Fiscal Year 2008
DVRPC Executive Committee Officers**

Mr. Seymour announced the Nominating Committee's proposed slate of officers for Fiscal Year 2008 (July 1, 2007 through June 30, 2008) for DVRPC Executive Committee Officers as follows:

Chair: Jerald R. Cureton, Esq, Burlington County
Vice Chair: Carol Aichele, Chester County
Secretary: James Ritzman, Pennsylvania Department of Transportation

New Jersey Counties Representative: Jerald R. Cureton
Pennsylvania Counties Representative: Carol Aichele, Chester County

Elections will take place at the regular June Executive Committee meeting. At that time, nominations will be taken from the floor.

OLD BUSINESS

No old business was stated.

NEW BUSINESS

No new business was stated.

There being no further business, the meeting was adjourned at 12:05 p.m.

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