

**DELAWARE VALLEY REGIONAL PLANNING COMMISSION**

**BOARD COMMITTEE**

Minutes of Meeting of December 6, 2007

Location: Delaware Valley Regional Planning Commission  
Main Conference Room, 8<sup>th</sup> Floor  
190 N. Independence Mall West  
Philadelphia, PA 19106-1520

Membership Present

Representative

New Jersey Department of Community Affairs

Joyce Paul

New Jersey Department of Transportation

Jerry Mooney

New Jersey Governor's Appointee

Sonia Frontera

Pennsylvania Governor's Appointee

David Mandelbaum

Pennsylvania Governor's Policy Office

Joanne R. Denworth

Pennsylvania Department of Transportation

James Ritzman

Bucks County

Lynn Bush

Chester County

Ronald T. Bailey

Delaware County

John Pickett

Montgomery County

Kenneth Hughes

Burlington County

Jerald R. Cureton, Esq.  
Carol Ann Thomas

Camden County

Edward Fox

Gloucester County

Charles E. Romick

Mercer County

(not represented)

City of Chester

(not represented)

City of Philadelphia

Gary Jastrzab

City of Camden

Edward Williams

City of Trenton

(not represented)

Non-Voting Members

Federal Highway Administration

New Jersey Division

(not represented)

Pennsylvania Division

(not represented)

U.S. Department of Housing and Urban  
Development, Region III

Elvis Solivan

U.S. Environmental Protection Agency, Region III

(not represented)

U.S. Environmental Protection Agency, Region II

(not represented)

New Jersey Office of Smart Growth

(not represented)

Federal Transit Administration, Region III

Keith Lynch

Southeastern Pennsylvania Transportation Authority

David Fogel

New Jersey Transit Corporation

Jerry Lutin

Port Authority Transit Corporation

Cheryl Spicer

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

DVRPC Co-Counsel

Pennsylvania Co-Counsel

Timothy J. Carson

New Jersey Co-Counsel

(not represented)

DVRPC Staff: Barry J. Seymour, Donald S. Shanis, Richard Bickel, Charles Dougherty, Elizabeth Schoonmaker, Karin Morris, Mary Bell, Joseph Hacker, Robert Graff, Candace Snyder, and Jean McKinney.

Guests

Pennsylvania Department of Transportation

James Mosca  
John Quatman  
Kenneth Honesty

New Jersey Department of Transportation

Brian Cuccia

New Jersey Transit

Pippa Woods

New Jersey Turnpike Authority  
Cross County Connection Transportation  
Management Association  
Delaware River Joint Toll Bridge Commission  
Residents for Regional Traffic Solutions (RRTS)

Brian Wahler  
William Raggiozine  
Glenn Reibman  
Sue Herman

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

Chair Jerald R. Cureton, Esq. called the meeting to order at 10:10 a.m.

Chair Cureton congratulated Jerome Lutin, New Jersey Transit, on his retirement and presented him with a gift. Barry J. Seymour, Executive Director, also congratulated Mr. Lutin and thanked him for his outstanding contributions to DVRPC. Mr. Seymour then welcomed Pippa Woods who will be replacing Mr. Lutin and representing New Jersey Transit at the Board meetings.

Mr. Lutin thanked the Board and commented that the opportunity to be a part of the Board and work with DVRPC has been very rewarding.

Mr. Cureton mentioned that Kenneth Klothen, Pennsylvania Governor's Policy Office, will be absent as a Board alternate while working on the Mayor elect Nutter transition team.

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

No public comments were stated.

#### **1. Minutes of Meeting of October 25, 2007**

On a **Motion** by Mr. Romick, seconded by Mr. Hughes, the minutes of the Board Meeting of October 25, 2007 were approved as revised.

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

Elizabeth Schoonmaker, Manager, Office of Capital Programming, DVRPC, presented the following TIP Actions for approval.

##### **a. PA07-68a: Market Street Elevated Reconstruction Program (MPMS #608281), SEPTA**

SEPTA has requested that DVRPC modify the FY2007-2010 TIP for Pennsylvania by increasing the total project cost of the Market Street Elevated Reconstruction Program (MPMS #60281) by \$84.072 million to reflect the increase to the construction bid. Additional funds will be programmed in FY08

(\$10,643,530.7/\$40,270,000.5309/\$10,606,000 T-Bond/\$2,124,000 Local) and FY09 (\$12,343,000.5307/\$4,000,000.5309/\$3,404,000 T-Bond/\$682,000 Local). The total cost of the project has increased from \$625.9 million to \$710 million. Significant progress has been made and the project will be substantially complete by the end of calendar year 2008.

The Market Street Elevated portion of the Market-Frankford Subway Elevated Line operates above Market Street from the vicinity of 45th Street in Philadelphia to the western abutment near Millbourne Station in Millbourne Borough, Delaware County. It was opened for service in 1907 and recently celebrated its 100th year of operation.

This project provides for the complete reconstruction of the Market Street Elevated superstructure, sub-structure and foundations, and the rehabilitation of abutments and bearings. Service Stations located at 46th, 52nd, 56th, 60th, 63rd Streets and Millbourne Station will be completely reconstructed and will comply with the requirements of the Americans with Disabilities Act. In addition, this project will complement and assist in the City's Streetscape Plan, which proposes to convert Market Street into a two-lane road with bike lanes.

The new 56th Street Station opened for customer use in February 2006, and the new 60th Street Station opened in June 2007. The 52<sup>nd</sup> Street Station is expected to be completed in the spring of 2008. In May 2007, both 46th Street and Millbourne Service Stations were closed for an 11-month construction period and will re-open by the Spring of 2008. Reconstruction of the 63rd Street Station is scheduled to start in Spring 2008. A total of \$455.5 million has already been authorized for this project which is expected to be completed by the end of calendar year 2008.

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 involved in this action is exempt from air quality analysis.

b. PA07-68b: SEPTA Bus Purchase Program (MPMS #60286), SEPTA

SEPTA has requested that DVRPC modify the FY2007-2010 TIP for Pennsylvania by increasing the total project cost of the SEPTA Bus Purchase Program (MPMS #60286) by \$67.5 million to provide for the purchase of hybrid electric buses instead of regular diesel buses. Additional funds will be programmed in FY08 (\$2,825,000.5307/\$588,000 T-Bond/\$117,000 Local). Also note that \$64,062,000 million (\$51,249,000 CMAQ/\$10,890,000 T-Bond/\$1,923,000 Local) from Transit Flex-SEPTA (MPMS# 65109) will also be contributed to the Bus Purchase project from FY08, FY09 and FY10 to cover the increased cost of the new buses. The initial total cost of this project was originally \$191.6 million to purchase 400 regular diesel buses, but has now

increased to \$259.2 million due to SEPTA's decision to purchase hybrid electric buses instead of regular diesel buses.

These new buses will replace vehicles that have exceeded their useful life of 12 years. New buses will be scheduled for delivery in increments of 100 buses per year starting in Calendar Year 2008. Each bus will have a public address system that will enable the operator to clearly communicate with passengers inside and outside the vehicle. For the hearing and visually impaired, an audio/visual annunciating system will be installed, which will automatically announce upcoming bus stops and informational messages. All buses will be equipped to accommodate wheelchairs. In addition, each vehicle will be equipped with a bicycle rack. The Bus Purchase Program also provides for the acquisition of spare components, tools, and equipment required to service the new buses.

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

Gary Jastrzab, Philadelphia City Planning, commented that there are probably many other transit authorities interested in similar purchases, i.e. hybrid buses as opposed to diesel buses. Mr. Jastrzab questioned whether SEPTA had discussed this purchase program with any other agencies to examine any cost reduction?

David Fogel, SEPTA, responded that SEPTA did have discussion with other agencies. A pilot program using 32 buses was instituted and a cost benefit analysis is being performed. The new buses would also reduce the green house gas emissions, are approximately 25% more fuel efficient, and have a life expectancy of 12-15 years. Four hundred buses will be purchased (100 per year).

Mr. Fogel also commented that the funds borrowed from other projects to fund this TIP Action will be restored.

Edward Fox, Camden County, questioned whether the buses could convert to bio-diesel.

Mr. Fogel responded that specific engine retrofitting would probably not be necessary in order to use bio-diesel fuel with less than 20 percent ethanol (B5, B10, or B15). Further research would be required before using fuel with a B20 or higher rating to determine how best to mitigate the resulting engine fuel line clogging and less fuel efficiency impacts.

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

**MOTION** by Mr. Jastrzab, seconded by Ms. Denworth, that the Board approve the following TIP Actions:

- a. TIP Action PA07-68a, SEPTA's request to modify the FY2007-2010 TIP for Pennsylvania by increasing the total project cost of the Market Street Elevated Reconstruction Program (MPMS #60281) by \$84.072 million to reflect the increase to the construction bid. Additional funds will be programmed in FY08 (\$10,643,530/\$40,270,000 5309/\$10,606,000 T-Bond/\$2,124,000 Local) and FY09 (\$12,343,000 5307/\$4,000,000 5309/\$3,404,000 T-Bond/\$682,000 Local); and
- b. TIP Action PA07-68b, SEPTA's request to modify the TIP by increasing the total project cost of the SEPTA Bus Purchase Program (MPMS #60286) by \$67.5 million. Additional funds will be programmed in FY08 (\$2,825,000 5307/\$588,000 T-Bond/\$117,000 Local). Also note that \$64,062,000 million (\$51,249,000 CMAQ/\$10,890,000 T-BOND/\$1,923,000 Local) from Transit Flex-SEPTA (MPMS# 65109) will also be contributed to the Bus Purchase project from FY08, FY09 and FY10.
- c. PA07-69: Act 44 Line Item/Five-Year Plan (MPMS #82395), PennDOT, Various Counties

PennDOT has requested that DVRPC amend the FY2007-2010 TIP for Pennsylvania by adding the Act 44 line item (MPMS #82395) to the TIP to reflect new state transportation funds made available to the region by Act 44: (\$71,189,000) FY08, (\$79,896,000) FY09, (\$79,896,000) FY10. \$82,074,000 will be available in FY11 and \$84,305,000 will be available in FY12.

Act 44 was signed into law by Governor Rendell in July 2007, and is designed to address the state's transportation-funding crisis by generating additional income to help pay for the repair and maintenance of local roads and bridges and to help fund the states 73 transit agencies. The additional income will come from increased tolls on the Pennsylvania Turnpike and new tolls on Interstate 80. The Act creates a 50-year partnership between PennDOT and the Pennsylvania Turnpike Commission (PTC). Under this partnership, PennDOT will lease Interstate 80 to PTC who will provide annual payments to PennDOT to fund transportation projects.

In the first year, Act 44 will generate approximately \$1 billion in FY2008 followed by an annual increase of 2.5% in subsequent fiscal years. Of that \$1 billion, \$450 million will be dedicated to highway and bridge projects and \$300 million will be dedicated to public transit through a Public Transportation Trust Fund.

Pennsylvania has more structurally deficient bridges than any state in the nation

and the revenue generated under Act 44 will allow the state to fix those bridges. Funding generated by Act 44 will be for the preservation and restoration of roadways and bridges, as well as for operations and maintenance of the system.

Funding must be restricted to projects that focus on reducing the number of structurally deficient bridges and improving ride quality on roadways. Projects that improve safety and capacity management may also be included. The project includes the structural rehabilitation of nine bridges: eight dual mainline structures and one overhead bridge. The mainline bridges will not be widened.

Intelligent Transportation System (ITS) elements of the project include Closed Circuit TV camera upgrades and ramp meter system improvements that will interconnect the signals to each other and to PennDOT's District 6 Traffic Control Center so that the system will finally work properly and will allow monitoring to see if the system is effective in managing congestion.

Act 44 PennDOT Five Year Plan Charts were distributed to the Board.

Financial constraint will be maintained as this line item uses additional state funding made available to the DVRPC region through Act 44.

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

Favorable recommendation was received from the PCC/RTC that the Board approve TIP Action PA07-69.

The RCC also recommended approval with the following comment. The RCC also recommends that all projects utilizing Act 44 funds should employ the Bicycle and pedestrian Checklist.

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

**MOTION** by Mr. Pickett, seconded by Mr. Bailey, that the Board approve TIP Action PA07-69, PennDOT's request to amend the FY2007-2010 TIP for Pennsylvania by adding the Act 44 line item (MPMS #82395) to the TIP to reflect new state transportation funds made available to the region by Act 44: (\$71,189,000) FY08, (\$79,896,000) FY09, (\$79,896,000) FY10. \$82,074,000 will be available in FY11 and \$84,305,000 will be available in FY12.

### **3. Fiscal Year 2008 Planning Work Program Amendments**

a. Planning and Designing a Philadelphia Riverfront Grant Program

Karin Morris, Manager, Office of Smart Growth, DVRPC, explained to the Board that the William Penn Foundation has awarded DVRPC \$72,600 to plan and design a grant program, at their request, that would offer grants to implement high-quality projects that advance Philadelphia riverfront plans and demonstrate design excellence, project innovation, community engagement, and enhanced public and private stewardship and collaboration along the city's riverfronts.

DVRPC will work closely with a small advisory committee, including representatives from the William Penn Foundation, Philadelphia City Planning Commission, the new mayoral administration, Penn Praxis, local community leaders, and others to be determined, to create the grant program.

The work would commence December 7, 2007 and conclude June 30, 2008. A second pending grant application to William Penn would fund the actual grant program beginning in Fiscal Year 2009, to be administered by DVRPC.

Lynn Bush, Bucks County, commented and inquired whether other county riverfront plans could be included in this type of program.

Mr. Seymour responded that he would recommend this to the William Penn Foundation for the consideration.

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 Ms. Denworth, that the Board amend the DVRPC Fiscal Year 2008 Planning Work Program to include the *Planning and Designing a Philadelphia Riverfront Grant Program*.

b. Proposal for an Analysis of Socioeconomic Trends and Preparation of Demographic Forecasts for Sketch Planning

Mary Bell, Principal Planning Analyst, DVRPC, explained to the Board that in 2008, the Philadelphia Cultural Management Initiative and the Greater Philadelphia Cultural Alliance plan to conduct primary market research on patterns of cultural participation in the Philadelphia area. Prior to this work, research utilizing secondary data sources will be undertaken to develop an understanding of baseline arts activity and regional demographic trends. The combined findings from these three areas of research will provide the region's arts and cultural organizations with insight as to how to adapt their products, communications, and outreach in order to broaden, deepen and diversify their audiences.

DVRPC's contribution to this overall effort will be the analysis of regional

demographic conditions and trends as well as the forecasting of anticipated socio-economic shifts. DVRPC will collect, compile, and analyze demographic and socio-economic data from existing secondary sources for a ten-county region, including Bucks, Chester, Delaware, Montgomery and Philadelphia counties in Pennsylvania; Burlington, Camden, Gloucester, and Mercer counties in New Jersey; and New Castle County, Delaware. This data will be compiled and presented for multi-municipal, sub-county areas, based on established county planning areas and/or other logical criteria. Historical demographic trends will be analyzed, and forecasts of future socioeconomic conditions for sketch planning will be prepared. The final report will include current baseline data, an environmental justice analysis, an analysis of historical trends, and sketch projections through 2020.

The cost and source of funds will be \$50,093 from the Philadelphia Cultural Management Initiative (PCMI).

Mr. Lutin inquired whether a similar study could be done for New Jersey?

Ms. Bell responded that the 10-county region defined by PCMI would include New Jersey.

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

**MOTION** by Mr. Lutin (designee for Sonia Frontera), seconded by Mr. Jastrzab, that the Board amend the DVRPC Fiscal Year 2008 Planning Work Program to include the proposal for an *Analysis of Socioeconomic Trends and Preparation of Demographic Forecasts for Sketch Planning* and authorize the Executive Director to enter into a contract with the Philadelphia Cultural Management Initiative.

c. William Penn Foundation Grant for Philadelphia Regional Transit Visioning Studio at the University of Pennsylvania

Joseph Hacker, Manager, Office of Transit, Bicycles and Pedestrians, DVRPC, explained to the Board that this planning grant from the William Penn Foundation would assist DVRPC in advancing several parallel planning projects by engaging key planners and decision-makers as advisors to the spring planning studio at the University of Pennsylvania (U of P) which will map and explore past, present, and future land use plans related to the role of transit as a generator of growth.

The funds will be mostly used for a travel study seminar with city and provincial leaders to understand best practices. The studio will make a day trip to Washington, D.C. to see how a new system has transformed that city and will visit Toronto and London over Spring Break to learn how those cities have renewed, expanded, and used multifaceted systems in relation to development

objectives. A coordinating committee of city and county planners and representatives will be used as a sounding board for studio proposals.

The studio work is timely in coinciding with four DVRPC projects occurring during fiscal year 2008. Listed below, these individual projects seek a range of inputs to better plan for the future of public transit in the region.

1. Regional Transit Network Vision Plan
2. Seamless Regional Transit Access
3. Regional Transit Access to Philadelphia International Airport
4. "Dots & Dashes" Game Playing for Long Range Consensus Building

A summary of findings will be integrated, where appropriate, into DVRPC transit reports and published separately using the funds. There will also be an opportunity for summary presentations at a spring meeting of the Regional Transportation Committee.

The cost and source of funds will be \$74,850 from the William Penn Foundation.

Mr. Seymour added that, as with the studio class for the original feasibility study for the Olympics, this studio class at the U of P is being lead by Jim Kise and DVRPC is being viewed as the primary client. The project will look at all three transit systems in the region. The funding is not only for the students, but for DVRPC staff and/or interested Board members as well.

Ms. Bush questioned if the funds were pass through and would not be an additional expense to DVRPC.

Mr. Seymour responded that some of the money would be used for administration functions and to partly fund staff hours.

Mr. Fox, inquired if DVRPC would have any liability for the travel, since it would be out of the United States.

Mr. Seymour responded that the travel would be arranged through the U of P not DVRPC, however, he would check with Timothy Carson, DVRPC Pennsylvania Co-Council.

Ronald Bailey, Chester County, was concerned about the overhead cost issues at some universities and foundations and whether DVRPC's involvement in this type of program is appropriate?

Mr. Seymour responded that, he could not address the cost issues of the University, however in terms of DVRPC's role, there is a direct connection to the transit plan included in the DVRPC Work Program.

The Board adopted the following **motion**:

**MOTION** by Mr. Lutin, seconded by Mr. Jastrzab, that the Board approve the proposed FY 2008 Planning Work Program amendment to include the William Penn Foundation Grant for Philadelphia Regional Transit Visioning Studio at the University of Pennsylvania and authorize the Executive Director to enter into a contract with the William Penn Foundation.

Edward Fox, Camden County **abstained** from voting.

#### **4. Approval to Release the FY 2008 Draft Planning Work Program**

Mr. Seymour pointed out the two tables (distributed to the Board); *Voting Results from the September 27, 2007 Annual Board Retreat*, and *FY 2009 Other Funds Planning*. The voting results from the Board Retreat resulted in a new program area to be included in the Work Program entitled: *Climate Change Initiatives*. In addition to this work three new stand alone projects: (1) the Delaware Valley Regional Food System Plan; (2) Truck Parking Study; and (3) Lindenwold Station Transit Hub will also be included. The third grouping: *New Program Area Tasks* will be accommodated within one of the existing program areas from last year. Also shown on the chart were project ideas submitted but not included or to be considered for future years.

Mr. Seymour then reviewed the FY 2009 Other Funds chart which showed the overall funding for the FY 2009 Work Program which is approximately \$22.3 million (a decrease of \$3 million from FY 2008). Of the \$22.3 million, \$16.6 million is for DVRPC operations which includes consultants, outside contracts and \$5.7 million is pass through funds to member government programs.

John Griffies, Contracts Manager, explained that Board authorization is required to distribute for review and comment the Draft Fiscal Year 2009 Planning Work Program consisting of: (1) DVRPC's Regular Work Program; (2) Supportive Regional Highway Planning Program (SRHPP); and (3) Transit Support Program (TSP). The Planning Work Program reflects the policy direction provided by the Board's Planning Work Program Committee and the input from member governments, operating agencies and other regional organizations.

The public comment period will extend from December 14, 2007 through January 14, 2008. All comments will be addressed and adoption will be requested at the regular January Board meeting.

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. Bailey, that the Board authorize distribution of the DVRPC Draft Fiscal Year 2009 Planning Work Program for review and comment.

## **5. Rating the Region: The State of the Delaware Valley**

Ms. Bell presented to the Board the *Rating the Region* Report (distributed to the Board). This report, an update to a similar study completed in 1993, provides an objective, quantifiable analysis of the state of the Delaware Valley. The report identifies the region's strengths and weaknesses as compared to the nation's nine other largest metros (New York, Los Angeles, Chicago, Dallas, Houston, Miami, Washington, DC, Atlanta, and Detroit) plus Boston, Baltimore, and Pittsburgh, because of their proximity to the Delaware Valley. Like the 1993 report, the report uses the federal Office of Management and Budget's (OMB's) definitions of metropolitan statistical areas (MSAs) as its geographic base.

Ms. Bell summarized the report's five main sections, which focus on the human environment, the economy, the built and natural environment, transportation, and the civic environment. The human environment segment examines population change, diversity, age and dependency, income and poverty, education, health, and safety. Employment and labor, economic diversity, financial performance, and real estate are discussed in the economy section. The built and natural environment section considers population density, residential construction, urban parkland, and housing characteristics (such as tenure and cost). The transportation section examines congestion, commute, travel mode, air quality, aviation, and ports activity, while the civic environment section includes a discussion of representation, taxes and revenue, indebtedness and expenditures, conservation funding, and the arts.

Ms. Bell concluded by identifying the region's strengths, weaknesses, and challenges. In comparison to other regions, our transportation network, financial resources, diverse economic base, low unemployment rate, and research and development capabilities position us for economic growth. These strengths, however, threaten to be checked by disparities between city and suburban income, low labor force participation, and poor educational attainment in the cities. Likewise, our quality of life assets - the colleges and universities, extensive healthcare network, arts and cultural resources, and affordable housing - may be countered by challenges that include a rapidly aging population and the fragmentation caused by a large number of government entities. The report concludes that many of the resources needed to address the Delaware Valley's weaknesses are already in place. The challenge now facing the region is capitalizing and building on its strengths while recognizing and working to address its identified weaknesses.

## **6. Innovations in Zoning for Smart Growth**

Ms. Morris presented to the Board a brief overview of the report entitled: *Innovations in Zoning for Smart Growth*. Although the primary emphasis in this

report was based on Form-Based Codes (FBCs), the report is a study of five elements: (1) Smart Growth Principles; (2) Zoning for Smart Growth; (3) Unified Development Codes; (4) Form-Based Codes; and Hybrid Zoning; and (5) Next Steps for Municipalities.

There has been a movement for zoning reform across the country as well as in Philadelphia. The origin of zoning tends to restrict certain land uses such as mixed use and walkable neighborhoods. A FBC would be more proactive about what type of development is desired instead of what type of development is undesirable. FBCs provide more flexibility for the building types and combinations of land uses in each district while establishing stronger aesthetic guidelines.

Although the FBCs would require more up-front planning, time and labor and are not as well understood or “tested” yet in the region, there are many benefits. The FBCs would allow mixed use and walkable communities; are easier to interpret (using illustrations and graphics); are flexible for changing uses in the future; and will be easier to enforce than design guidelines.

## **7. Road Safety Audit Program**

Rosemarie Anderson, Manager, Transportation Safety and Security Planning, DVRPC, explained to the Board that a Road Safety Audit (RSA) is a formal safety performance examination of an existing or future road or intersection conducted by an independent, interdisciplinary audit team. The audit is a proactive approach to improve transportation safety, identify opportunities to eliminate or mitigate safety concerns, combine field work and data analysis to identify improvement strategies, and identify low-cost quick-turnaround safety improvements.

There have been seven RSA’s completed at different locations throughout the region. An Audit Team consisting of DVRPC, State Department of Transportation, Federal Highway Administration, various counties, municipalities, local police, state police, and special interest groups performs a pre-audit analysis in which various traffic and pedestrian data is collected and examined. Recommendations are then forwarded on to parties responsible for implementation.

Ms. Anderson then showed actual “before” and “after” views of safety improvements which have been implemented in the region.

Warren Strumpfer commented that DVRPC continue to assist with training individuals in the counties and municipalities to enable them to perform their own Traffic Safety Audits.

Mr. Seymour agreed.

## **8. Regional Citizens Committee (RCC) Report**

Warren Strumpfer reported the activities from the November 28, 2007 RCC Meeting.

In conjunction with the League of Women Voters of Southeast Pennsylvania, the RCC hosted David Seltzer, Principal, Mercator Advisors, who presented *Public Private Partnerships in Operating Highways and Public Transit*. Charles Dougherty, Director of Technical Services, DVRPC, also presented to the RCC DVRPC's *Options for Filling the Region's Transportation Funding Gap*.

Mike Boyer, Manager, Office of Long Range Planning and Congestion Management, DVRPC, met with the RCC 2035 Task Force for a brainstorming session about developing the 2035 Long Range Plan.

The RCC unanimously elected Mr. Strumpfer to serve as Chair of the RCC for calendar year 2008.

The RCC asks the DVRPC Executive Director to ensure that an addendum to the Bucks County Regional Traffic Study is prepared that includes all of the written materials that were received from municipalities through October 29, 2007 relative to the Draft Report of June, 2007 and to the Final Report of October, 2007. This addendum should be distributed to all recipients of the original report.

Mr. Seymour responded that the Bucks County Regional Traffic Study which was delivered to the Task Force was designed to be an ongoing document to be revised over time. DVRPC has made information available on the website relative to the study. Mr. Seymour also asked Mr. Strumpfer to clarify whether the RCC requests only those comments received from the municipalities or all comments received. Mr. Strumpfer responded that the RCC would like **all** comments received.

Sue Herman, Residents for Regional Traffic Solutions (RRTS), requested that an addendum be written that becomes an actual part of the Bucks County Regional Traffic Study which includes all of the original comments not only from the public but from the municipalities.

Mr. Seymour responded that the comments will be compiled and distributed, both in hard copy and on the website.

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

Mr. Seymour mentioned that DVRPC was awarded the *Traffic Engineering and Safety Award* from the New Jersey Transportation Safety Resource Center for its innovative approach to improve emergency response to highway incidents.

Mr. Seymour also noted that the DVRPC report on Transportation Spending Options has brought about many inquiries and coverage from the press.

Mr. Seymour reported on the following:

a. New York Megaregion Transportation Conference

Mr. Seymour participated in the New York Megaregion Transportation Conference hosted by the New York MPO. This conference examined and discussed issues which would extend and connect transportation beyond the New York MPO region and will follow-up for opportunities to improve linkages to the New York region.

b. Dots and Dashes Public Forum

The DVRPC *Dots and Dashes Public Forum* was very successful. Over 100 individuals participated at the Lowes Hotel in Philadelphia. The individuals worked in small groups to effectively allocate available resources for transit improvements.

c. Greater Valley Forge TMA Transportation 2007

DVRPC continues to work with the TMA's in the region. James Ritzman, PennDOT, was the keynote speaker at the Delaware Valley TMA's annual meeting and Mr. Seymour was the keynote speaker at the Greater Valley Forge TMA Transportation 2007 Conference.

d. Smart Energy Initiative of Southeastern Pennsylvania

The Chester County Economic Development Corporation is taking the lead on the Smart Energy Initiative, which will examine economic opportunities for alternative energy within the region.

e. First Suburbs Summit, December 7, 2007

The First Suburbs Summit is scheduled for December 7, 2007 at Bryn Mawr College from 9 a.m. to 3 p.m.

f. The Women in Transportation Dinner, December 11, 2007

The Women in Transportation Dinner will be honoring Faye Moore, General Manager, SEPTA, and Carol Aichele, Chester County Commissioner.

g. Traffic Club of Philadelphia 100<sup>th</sup> Year Annual Dinner, January 22, 2008

The Traffic Club of Philadelphia is celebrating its 100<sup>th</sup> year and invited all Board members and alternates to attend the Annual Dinner scheduled for January 22, 2008 at the Hyatt Regency Philadelphia, Penn's Landing.

h. Imagine Philadelphia - Laying the Foundation

Gary Jastrzab, Philadelphia City Planning, reported that the City of Philadelphia Commission is beginning the process of preparing the City's first comprehensive plan in more than 40 years. A flyer was distributed to the Board listing the dates, times, and locations for a series of meetings that will be held for individuals to share their vision and help lay the foundation for this work.

Mr. Seymour also announced the following events: (1) SEPTA's public meeting on their Fiscal Year 2009 Capital Budget and Fiscal Years 2009-2020 Capital Program on December 14; (2) National Association of Regional Councils (NARC) 2008 National Conference of Regions scheduled for February 4-6 in Washington, D.C.; (3) New Jersey Regional Development Forum; and (4) Prosperity Summit in Harrisburg, PA.

**11. Committee Reports**

The following Committee Highlights were distributed to the Board for their review: (1) Planning Coordinating Committee/Regional Transportation Committee; and (2) Board Policy Committee Meeting.

**12. One Minute Reports**

Cheryl Spicer, Port Authority Transit Corporation (PATCO) reported that PATCO has converted all of its stations to accept the new SmartCard system. Ms. Spicer also commented that the system is designed to have interoperability with other transit systems (i.e., SEPTA and RiverLine).

Donald S. Shanis, Deputy Executive Director, DVRPC added that DVRPC staff associated with the TransitChek program are working with PATCO to assure TransitCheks are compatible with the SmartCard.

Mr. Fox announced that 2009 will be the 400<sup>th</sup> anniversary of the Delaware River Valley and the Hudson River Valley. New York is planning a big celebration and it might be beneficial for our region to plan to celebrate the history of the Delaware River Valley.

Mr. Strumpfer expressed appreciation from all the RCC members and thanked the DVRPC for allowing them to make recommendations and comments at the Board meetings.

Chair Cureton congratulated Mr. Strumpfer on his re-election as RCC Chair and thanked him for his contributions at the Board meetings.

### **OLD BUSINESS**

No old business was stated.

### **NEW BUSINESS**

No new business was stated.

There being no further business, the meeting was adjourned at 12:30 p.m.

#### Attachments:

- (1) PCC/RTC Recommendations to the Board for December 6, 2007
- (2) RCC Recommendations to the Board for December 6, 2007

#### Additional Documents Distributed to the Board:

- (1) DVRPC Corridor Planning Guide
- (2) *Alert*, December, 2007
- (3) *TravelSmart*, December, 2007

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**DELAWARE VALLEY REGIONAL PLANNING COMMISSION**

**EXECUTIVE COMMITTEE**

**Minutes of Meeting of December 6, 2007**

Location: Delaware Valley Regional Planning Commission  
Main Conference Room, 8<sup>th</sup> Floor  
190 N. Independence Mall West  
Philadelphia, PA 19106-1520

Membership Present

New Jersey Department of Community Affairs  
New Jersey Department of Transportation  
New Jersey Governor's Appointee  
Pennsylvania Governor's Appointee  
Pennsylvania Governor's Policy Office  
Pennsylvania Department of Transportation  
Chester County  
Burlington County  
  
City of Philadelphia  
City of Camden

Representative

Joyce Paul  
Jerry Mooney  
Sonia Frontera  
David Mandelbaum  
Joanne R. Denworth  
James Ritzman  
Ronald T. Bailey  
Jerald R. Cureton  
Carol Ann Thomas  
Gary Jastrzab  
Edward Williams

Guests

Delaware County  
Montgomery County  
Camden County  
Gloucester County  
Pennsylvania Department of Transportation  
  
New Jersey Department of Transportation  
Federal Transit Administration, Region III  
Southeastern Pennsylvania Transportation Authority

John Pickett  
Kenneth Hughes  
Edward Fox  
Charles E. Romick  
James Mosca  
John Quatman  
Kenneth Honesty  
Brian Cuccia  
Keith Lynch  
David Fogel

New Jersey Transit Corporation	Jerry Lutin Pippa Woods
Port Authority Transit Corporation	Cheryl Spicer
Delaware River Port Authority	Linda Hayes
U.S. Department of Housing and Urban Development, Region III	Elvis Solivan
Pennsylvania Department of Environmental Protection	Kevin Gallagher
New Jersey Turnpike Authority	Brian Wahler
Cross County Connection Transportation Management Association	William Raggozine
Delaware River Joint Toll Bridge Commission	Glenn Reibman
Residents for Regional Traffic Solutions (RRTS)	Sue Herman
Regional Citizens Committee Chairman	Warren Strumpfer
<u>DVRPC Co-Counsel</u> Pennsylvania Co-Counsel	Timothy J. Carson

DVRPC Staff: Barry J. Seymour, Donald S. Shanis, Richard Bickel, Charles Dougherty, Elizabeth Schoonmaker, Karin Morris, Mary Bell, Joseph Hacker, Robert Graff, Candace Snyder, and Jean McKinney.

**Call to Order**

Chair Jerald R. Cureton, Esq. called the Executive Committee meeting to order at 12:30 p.m.

**1. Minutes of Meeting of October 25, 2007**

On a **motion** by Mr. Jastrzab, seconded by Ms. Paul, the minutes of the meeting of October 25, 2007 were approved as distributed.

**2. Contract Authorization: Germantown Avenue City/Suburban Collaboration Study**

Donald S. Shanis, Deputy Executive Director, DVRPC explained to the Executive Committee that the study area will primarily focus on Chestnut Hill, however, a larger study area will be looked at that includes portions of Whitemarsh Township and Springfield Township. The study area will look at various corridors such as Route 309, Lincoln Drive, Bethlehem Pike, and Germantown Avenue.

This project will include working with the study area communities and community groups to conduct a transportation and land use analysis of Chestnut Hill and surrounding areas to develop a collective vision for the future through policy analysis, recommendations and technical assistance to cooperating municipalities along key transportation corridors, including enhancing land use and transportation linkage opportunities and identifying high priority and multi-modal projects that resolve or mitigate local and regional transportation issues and problems.

A consultant selection committee comprised of representatives from the Montgomery County Planning Commission, City of Philadelphia, the Chestnut Hill community, and the Delaware Valley Regional Planning Commission was formed to evaluate the proposals and to recommend a final selection consistent with the scope of the RFP. The committee recommends approval to contract with Brown and Keener Bressi.

A total of \$95,000 is allocated for the above contract from available funds in the FY 2008 DVRPC Planning Work Program.

The Executive Committee unanimously adopted the following **motion**:

**MOTION** by Mr. Jastrzab, seconded by Mr. Romick that the Executive Committee authorize the Executive Director to enter into, negotiate and execute a contract with Brown and Keener Bressi. If such negotiations prove not to meet the financial requirements of the Commission, to proceed on to negotiations with the second ranked firm.

### **OLD BUSINESS**

No old business was stated.

### **NEW BUSINESS**

No new business was stated.

There being no further business, the meeting was adjourned at 12:35 p.m.

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