

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

BOARD COMMITTEE

Minutes of Meeting of May 22, 2008

Location: Delaware Valley Regional Planning Commission
Main Conference Room, 8th 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	David A. Kuhn
New Jersey Governor's Appointee	Brian Cuccia
Pennsylvania Governor's Appointee	(not represented)
Pennsylvania Governor's Policy Office	Joanne R. Denworth
Pennsylvania Department of Transportation	James Ritzman
Bucks County	Lynn Bush
Chester County	Carol Aichele Ronald Bailey
Delaware County	Thomas Shaffer
Montgomery County	Joseph M. Hoeffel Kenneth Hughes
Burlington County	Jerald R. Cureton Carol Ann Thomas
Camden County	Edward Fox
Gloucester County	Charles E. Romick
Mercer County	Donna Lewis
City of Chester	William Payne
City of Philadelphia	Rina Cutler
City of Camden	(not represented)
City of Trenton	(not represented)

Non-Voting Members

Federal Highway Administration New Jersey Division Pennsylvania Division	Jeanette Mar (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	(not represented)
Federal Transit Administration, Region III	Keith Lynch
Southeastern Pennsylvania Transportation Authority	David Fogel
New Jersey Transit Corporation	Pippa Woods
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

DVRPC Co-Counsel

Pennsylvania Co-Counsel	Gregory J. Moll, Esq.
New Jersey Co-Counsel	Thomas J. Coleman, Esq.

DVRPC Staff: Barry J. Seymour, Donald S. Shanis, Charles Dougherty, Richard Bickel, John Ward, Thabet Zakaria, Elizabeth Schoonmaker, Matt Gates, Evangeline Linkous), Chris Linn, Alison Hastings, Candace Snyder, Phyllis Robinson, and Jean McKinney.

Guests

Pennsylvania Department of Transportation	James Mosca
New Jersey Turnpike Authority	Brian Wahler
Cross County Connection TMA	William Ragozine
Delaware River Joint Toll Bridge Commission	Glenn Reibman
Greater Valley Forge Transportation Management Association	Peter Quinn Rob Henry

Call to Order - Chair's Comments

Chair Jerald R. Cureton called the meeting to order at 10:10 a.m. Chair Cureton thanked the DVRPC staff for a very successful Annual Dinner held on May 15, 2008 at the Four Seasons Hotel.

Public Comments on Non-Agenda Items

No public comments were stated.

1. Minutes of Meeting of April 24, 2008

On a **Motion** by Ms. Aichele, seconded by Mr. Romick, the minutes of the Board Meeting of April 24, 2008 were approved as revised.

2. Transportation Improvement Program (TIP) Actions

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

a. PA07-92: Penn's Landing Ferry System (MPMS #84470), DRPA

DRPA has requested that DVRPC amend the FY2007-2010 TIP for Pennsylvania by adding a new DEMO project to the TIP, Penn's Landing Ferry System (MPMS #84470), by programming \$2.25 million (\$1,800,000 provided by a FTA Section 5309 Bus earmark, and \$450,000 local match provided by DRPA). \$100,000 (\$80,000 DEMO/\$20,000) will be programmed for preliminary engineering in FY08. The remaining funds (\$1,720,000 DEMO/\$430,000 local match) will be programmed for construction in FY08.

This project involves the rehabilitation of the existing barge and ancillary ticketing booth, and will include lighting, ramp handrails, ADA improvements, fencing, electrical equipment, signage, security lighting and cameras, and landscaping. Ultimately, this project will include design and construction of improvements to the existing ferry boat landing area in Philadelphia.

Only a portion of the earmarks available to the project will be added to the TIP at this time. \$7.5 million of earmarked funds from SAFETEA-LU were made available: two FTA Section 5309 Bus earmarks (\$3,500,000 Fed ID #0533) and (\$4,000,000, Fed ID #0652), combined with a DRPA match. The balance of the funding will be programmed after further coordination with FTA.

DRPA has coordinated with FTA for approval to amend the project to include the construction phase of this project at a future date as the design gets underway. Financial constraint will be maintained as the preliminary phase of

this project uses specially earmarked DEMO funds provided by two FTA Section 5309 Bus earmarks, and local funding provided by DRPA. The TIP's current conformity finding will not be impacted by this amendment as the project has been designated Not Regionally Significant (NRS).

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 Ms. Cutler, seconded by Mr. Hoeffel, that the Board approve TIP Action PA07-92, DRPA's request to amend the FY2007-2010 TIP for Pennsylvania by adding a new \$2.25 million DEMO project to the TIP, Penn's Landing Ferry System (MPMS #84470), by programming \$100,000 (\$80,000 DEMO/\$20,000) for preliminary engineering in FY08, and \$2,150,000 (\$1,720,000 DEMO/\$430,000 local match) for construction in FY08.

b. PA07-93: Philadelphia Zoo Intermodal Transportation Improvements (MPMS #84473), Philadelphia

On behalf of the Philadelphia Zoo, the City of Philadelphia has requested that DVRPC amend the FY2007-2010 TIP for Pennsylvania by adding a new DEMO project to the TIP, Philadelphia Zoo Intermodal Transportation Improvements (MPMS #84473), by programming \$1.190 million (\$952,000 provided by a FTA earmark (PA ID #22), and \$238,000 local match) for the preliminary engineering phase to develop intermodal transportation improvements in coordination with the Philadelphia Streets Department, Federal Transit Administration, Southeastern Pennsylvania Transportation Authority, Philadelphia Industrial Development Corporation, and the Pennsylvania Department of Transportation.

The completed project will decrease idling traffic by improving traffic flow into the Zoo, provide a viable link to public transportation, improve public safety, improve traffic conditions and parking at the Zoo. The project has four key components: augmentation of public transportation options by providing a shuttle that connects the Zoo to 30th Street Station and to other rail and bus lines; consolidation and improvement of Zoo surface parking lots at 38th Street, Girard Avenue, 34th Street, and Zoological Drive; Streetscape improvements on Girard Avenue and 34th Street to address deteriorated pedestrian circulation, and link to other pedestrian and bikeway systems in the area.

Only the preliminary engineering phase of the project will be added to the TIP at this time. The estimated total cost of the project is \$13.7 million. The project received \$4,180,000 provided by a FTA earmark (PA ID #22), and \$3 million provided by two FHWA earmarks (\$2,000,000, PA ID #606 and

\$1,000,000, PA ID 662). \$6,282,000 will be provided through private bond financing and \$238,000 will be funded locally by the City of Philadelphia. Additional phases of the project (final design, right of way, purchasing and construction) would be included in the FY09 TIP (\$12,510,000). FHWA funds will be flexed to FTA who will serve as the project manager.

Financial constraint will be maintained as this project uses specially earmarked DEMO funds.

The TIP's current conformity finding will not be impacted by this amendment as the project has been designated Not Regionally Significant (NRS).

Favorable recommendation was received from the PCC/RTC that the Board approve TIP Action PA07-93.

The RCC also recommended approval of TIP Action PA07-93, however, noted their misgivings regarding the earmark funding process.

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

MOTION by Ms. Denworth, seconded by Ms. Cutler, that the Board approve TIP Action PA07-93, the City of Philadelphia's request to amend the FY2007-2010 TIP for Pennsylvania by adding a new DEMO project to the TIP, Philadelphia Zoo Intermodal Transportation Improvements (MPMS #84473), and programming preliminary engineering in FY08 (\$952,000 DEMO/\$238,000 Local).

c. PA07-94: PA 309/PA 63 Connector Project - Phase I (MPMS #16438),
Montgomery County

PennDOT has requested that DVRPC modify the FY2007-2010 TIP for Pennsylvania by increasing the right-of-way phase of the PA 309/PA 63 Connector Project - Phase I (MPMS #16438), by \$9 million (\$7,200,000 STP/\$1,800,000 State) and cash flowing the construction phase through FY11. Fifty-nine right-of-way purchases are required for this project, and cost more than anticipated.

This two-phased project will provide an adequate two lane roadway connection by upgrading two existing two lane roads, Wambold Road and Township Line Road, and connecting them with a two lane roadway approximately one mile in length. This project will correct the disjointed and inadequate road system serving the north/south movement between PA 309 and the PA Turnpike Lansdale Interchange. Phase 1 will include the proposed realignment of Sumneytown Pike (PA 63) from Old Forty Foot Road to Freed Road via a relocation and a two lane runaround around the Mainline Village. Phase I will

also include upgrades to Wambold Road from Sumneytown Pike to Allentown Road including 11' lanes with 8' shoulders but no additional travel lanes.

The additional funding will be programmed for right-of-way in FY08 (\$7,200,000 STP/\$1,800,000 State) and construction will be cash flowed through FY2011. Note that the cost of construction has also been updated to reflect a more accurate cost of \$26 million, as programmed in the FY2009 Draft TIP.

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 modification as this project has already been included in the regional air quality analysis.

Favorable recommendation was received from the PCC/RTC that the Board approve TIP Action PA07-94.

The RCC recommends that the Board **not** approve TIP Action PA07-94. The project should not be approved because the road will provide for an Single Occupancy Vehicle (SOV) capacity increase and contribute to sprawl in a relatively rural part of Montgomery County.

Warren Strumpfer, RCC Chair, also questioned if transit alternatives were being considered in this area in conjunction with the SOV increase?

Donald Shanis, DVRPC Deputy Executive Director, responded that this roadway connection serves to complete the network in this area and will reduce local congestion. At this point in time, transit modes have not yet been considered.

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

MOTION by Mr. Hoeffel, seconded by Ms. Aichele that the Board approve TIP Action PA07-94, PennDOT's request to modify the TIP by increasing the right of way phase of the PA 309/PA 63 Connector Project, Phase I (MPMS #16438), by \$9 million. Additional funding will be programmed for right-of-way in FY08 (\$7,200,000 STP/\$1,800,000 State) and construction will be cash flowed through FY2011. Acknowledge updated construction estimate of \$26 million.

Ms. Schoonmaker explained to the Board that the next three TIP Actions are all proposed new projects and presented them to the Board for approval as one action.

- d. PA07-95: US 202: Section 300 Surface Improvements (MPMS #83612), Chester County

PennDOT has requested that DVRPC amend the FY2007-2010 TIP for Pennsylvania by adding a new project to the TIP, US 202: Section 300 Surface Improvements (MPMS #83612), and programming \$2.4 million in Act 44 funds for construction in FY08.

This surface improvement project is needed for safety purposes and to prolong and preserve the existing pavement due to the delay for implementation of the US 202 Section 320 Reconstruction projects (MPMS #64494 and 64498) until FY2011. The existing pavement has a poor ride quality and is plagued with transverse joint faulting cracking, and spalling. Chester County's maintenance budget does not have the funding to support the completion of the project.

The US 202: Section 300 Surface Improvements will include 3/4" overlay, ralumac, bitumous patching, milling, rumble strips, pavement marking, RPM's MPT, mobilization, and cleaning and sealing joints. Funding for this project will be provided by the I-95 Girard Point over the Schuylkill River project (MPMS #73864).

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.

e. PA07-96a: I-95 Bridge Rehabilitation Analysis (MPMS #83803), Philadelphia

PennDOT has requested that DVRPC amend the FY2007-2010 TIP for Pennsylvania by adding a new project to the TIP, I-95 Bridge Rehabilitation Analysis, (MPMS #83803) and programming \$380,000 for preliminary engineering in FY08 for the analysis of temperature and live load stresses and conceptual retrofits for cracking at connection details.

This project is a breakout of the I-95 Girard Point over the Schuylkill River project, (MPMS #73864), which is the funding source for the Bridge Rehabilitation Analysis. The Act 44 funding was made available due to the removal of the 1 1/4 " of concrete deck scarification from MPMS #73864. Funds for the bridge analysis will be programmed in the preliminary engineering phase in FY08 (\$380,000).

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.

f. PA07-96b: I-95 Bridge Repair (MPMS #82619), Various Counties

PennDOT has requested that DVRPC amend the FY2007-2010 TIP for Pennsylvania by adding a new project to the TIP, I-95 Bridge Repair, (MPMS #82619) and programming \$9.297 million State Act 44 funds for construction in FY08. Identified as one of the new Act 44 funded projects in October of 2007, and included in the Draft FY2009 TIP, this project shows \$5.703 million Act 44 in FY09 of the FY2009 Draft program. This project provides for emergency repair of 42 bridge structures on I-95 between the Delaware state line and the Scudder Falls Bridge in Bucks County. The project includes bridge inspections, ratings, development of final repair plans, and repair. The funding needed for the project has increased due to an expanded scope since the number of bridges to be included in this contract has been increased from 17 to 42 structures. The repairs will extend the service life of the structures by approximately ten years.

Funding for the project has been made available due to reduced funding need on the Girard Point Bridge Project (MPMS #73864) which was over-programmed for \$24.5 million Act 44 funds. This project bid came in lower, making funds available for the FY08 work for this repair project.

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.

Favorable recommendation was received from the PCC/RTC and the RCC, for approval of TIP Action Items PA07-95, PA07-96a, and PA07-96b.

A **motion** was made by Ms. Cutler, seconded by Mr. Shaffer, that the Board approve TIP Actions PA07-95, PA07-96a, and PA07-96b.

Commissioner Aichele commented on TIP item PA07-95 and stated that 25 years ago Willard Rouse began the development of a new commercial center, the Great Valley Corporate Center. This corporate center has been extremely successful beyond expectations. There are numerous growing businesses at the intersection of Route 29 and Route 202. \$48 million in personal income tax comes from the number of employees within a two mile radius of Route 202, Section 300. Improvements to Route 202 and Route 29 were planned, however, are not completed and unfortunately, there is no access from these routes to the corporate center. These construction improvements are on the Draft FY 2009 TIP, however, construction is not programmed to begin until FY 2011 and FY 2012. Commissioner Aichele will **not** support TIP Action PA07-95 due to the concern that support of the interim project will allow for further delays on the improvements and widening of Route 202, Section 300.

Commissioner Aichele also questioned if the \$2.4 million for the resurfacing of Route 202, expands the entire distance between Route 30 and Section 400 and if the funding would be acquired from 2008 funds?

James Ritzman, Pennsylvania Department of Transportation responded that the resurfacing does expand the entire distance and that funding would be acquired from the 2008 funds.

Joanne Denworth, Pennsylvania Governor's Policy Office, suggested that the Board consider deferring action on TIP Action PA07-95 and examine solutions to continue improvements to Route 202, Section 300 before the project for surface improvements takes place.

Mr. Ritzman responded that a postponement would put the proposed new TIP project in jeopardy and, therefore, would not be completed this year. The Route 202, Section 300 widening project has not been deleted, but is programmed to advance to construction in FY 2011 and FY 2012 of the FY 2009 TIP.

Commissioner Aichele responded that hopefully there can be some movement to accelerate the widening project because this project is an important economic driver in Chester County and Pennsylvania.

Commissioner Joseph Hoeffel requested an amendment to the original motion which would segregate TIP Action PA07-95 as a separate action. The amendment was accepted by the Board and the Board unanimously adopted the following **motion**:

MOTION by Mr. Hoeffel, seconded by Mr. Shaffer, that the Board **amend** the original **motion** for approval of TIP Actions PA07-95, PA07-96a, and PA07-96b and segregate TIP Action PA07-95 for a separate action.

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

MOTION by Ms. Cutler, seconded by Mr. Shaffer, that the Board approve TIP Action PA07-95, PennDOT's request to amend the FY2007-2010 TIP for Pennsylvania by adding a new project to the TIP, US 202, Section 300 Surface Improvements (MPMS #83612) and programming \$2.4 million in Act 44 funds for construction in FY08.

Commissioner Carol Aichele **opposed** the motion.

A vote was then called for approval of TIP Actions PA07-96a and TIP Action PA07-96b and the Board unanimously adopted the following **motion**.

MOTION by Ms. Cutler, seconded by Mr. Hoeffel, that the Board approve the following TIP Action Items:

- (1) TIP Action PA07-96a, PennDOT's request to amend the FY2007-2010 TIP for Pennsylvania by adding a new project to the TIP, I-95 Bridge Rehabilitation Analysis (MPMS #83803), and programming \$380,000 for preliminary engineering in FY08.
- (3) TIP Action PA07-96b, PennDOT's request to amend the FY2007-2010 TIP for Pennsylvania by adding a new project to the TIP, I-95 Bridge Repair (MPMS #82619), and programming \$9.297 million for construction in FY08.

g. PA07-97: Lancaster Avenue Signals (MPMS #57898), Philadelphia

The City of Philadelphia has requested that DVRPC amend the FY2007-2010 TIP for Pennsylvania by adding a project back into the FY07 TIP, Lancaster Avenue Signals (MPMS #57898), by programming an additional \$1.08 million to provide for ADA project elements that are required due to PennDOT's recent update of design standards to more accurately reflect ADA requirements.

This project will provide for signal upgrades to eight intersections and one new signalized intersection. The project also includes pedestrian improvements: to re-align curbs in order to shorten pedestrian crossing distances; channelize vehicular traffic; countdown timers; continental cross walks; and note that bike lanes will be maintained through the project. Streetlights will be replaced from City Avenue to 63rd Street, and pavement markings and traffic sign upgrades installed from City Line Avenue to 52nd Street.

The additional funding will be programmed in FY08 for construction (\$723,499 CMAQ/\$360,920 Local match). This project appears in the Draft FY2009 TIP for the remainder of construction costs at \$5.2 million.

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. This project will be included in subsequent regional emissions analysis as required by the current conformity rule.

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

MOTION by Ms. Cutler, seconded by Mr. Cuccia that the Board approve TIP Action PA07-97, the City of Philadelphia's request to amend the FY2007-2010 TIP for Pennsylvania by adding a project back into the

FY07 TIP, Lancaster Avenue Signals (MPMS #57898), by programming an additional \$1,084,419 (\$723,499 CMAQ/\$360,920 Local match) in FY08 for construction.

3. **Fiscal Year 2009 Planning Work Program Amendment: Lafayette Street Extension Traffic Study**

Matt Gates, DVRPC Senior Transportation Engineer explained to the Board the Lafayette Street Extension project involves the widening of Lafayette Street in Norristown Borough from Barbadoes Street to Ford Street, its extension from Ford Street to Conshohocken Road, a new interchange with the Pennsylvania Turnpike, and a new partial interchange with the Dannehower Bridge. Construction will occur in several phases. For each phase, DVRPC will prepare daily and peak hour traffic forecasts.

The cost and funding of this program will be \$75,000 - Funding from Montgomery County (\$60,000 Federal DEMO, \$15,000 county funds).

Commissioner Hoeffel, added that this project is critical for the economic development of Norristown Borough. Along with the support of the Pennsylvania Turnpike, the county commissioners are considering the option of assisting with the funding of this project. In lieu of no new funding from PennDOT, a surcharge would have to be instituted at the new turnpike interchange. The Montgomery County planners need the Lafayette Street Traffic Study to be completed in order to move forward and then examine the legality of a turnpike surcharge for this project. Commissioner Hoeffel hopes DVRPC can complete the study within 3-4 months.

Mr. Cureton questioned if the surcharge is found to be illegal, are there any other options?

Commissioner Hoeffel responded the other alternatives would be to partner with a private company.

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

MOTION by Mr. Hoeffel, seconded by Ms. Aichele, that the Board amend the DVRPC Fiscal Year 2009 Planning Work Program to include the Lafayette Street Extension Traffic Study.

4. **Letter of Support for Delaware and Lehigh Pennsylvania Byway Designation, Bucks County**

Evangeline Linkous, DVRPC Planning Analyst, explained to the Board that In 1991, under passage of ISTEA, Congress authorized the National Scenic Byways Program, a local grassroots program designed to help states and communities recognize, preserve, and enhance the intrinsic qualities of unique roadway corridors in the U.S. The program is designed so that the nomination process, grant applications, and other program processes are administered through state byway programs. The benefits of becoming a designated byway include increased recognition, access to funding for designated byway activities, marketing support, and technical assistance.

PennDOT administers the Pennsylvania Byway Program, which designates Pennsylvania Byways at the request of local communities seeking to highlight roadways with unique qualities. The nomination process for Pennsylvania byway designation starts when a byway sponsor submits a Letter of Interest to PennDOT. PennDOT will respond to the Letter of Interest with an indication of whether or not to proceed with the byway application. The application must include letters of support from governing bodies along the byway, as well as letters of support from the local metropolitan planning organization(s), legislator(s), and tourism agencies.

On August 21, 2007, a Letter of Interest for Pennsylvania Byway designation was submitted for the Delaware and Lehigh Drive Byway (D&L). The sponsor for the D&L is the Heritage Conservancy. Traveling south to north, the proposed D&L byway route starts in Bristol Borough and follows roughly along the Delaware River to the City of Easton for a length of nearly 63 miles. The route includes State Roads 32, 611, 2002, 2020, 2059, and 2073, as well as Local Route G440. This route goes through Bucks and Northampton counties, and is part of PennDOT Districts Five and Six.

This proposed scenic byway represents the southern section of the Delaware and Lehigh National Heritage Corridor, the backbone of which is the Delaware and Lehigh Trail. The Delaware and Lehigh Trail follows the 165-mile route that anthracite coal took from mine to market. Based on this historic function, the D&L Byway is likely to be promoted as having primarily historic intrinsic qualities. The Heritage Conservancy has played an active role in support and providing planning services for the Delaware and Lehigh National Heritage Corridor. The Heritage

Conservancy's demonstrated commitment to this corridor and their efforts to involve local stakeholders provide a strong foundation for meeting the requirement for local support for the D&L Byway. To date, five of the 18 municipalities, five of the ten state legislators, and three of the six county/regional agencies have endorsed the scenic byway.

At this time, the Heritage Conservancy is requesting a Letter of Support for the D&L from DVRPC. Beyond the Letter of Support, DVRPC's role in the scenic byway process will relate to its role as a facilitator of regional collaboration and its

involvement with federal highway dollars. It should be noted that scenic byway funding is a discretionary grant program and will not impact the TIP.

Mr. Cureton questioned why only five of the 18 municipalities endorsed the byway.

Ms. Linkous responded that, as an on-going process, letters of support are still being submitted.

Lynn Bush, Bucks County, commented that this byway project has not come before the Bucks County Board of Commissioners for approval and recommends, if there are no specific time restrictions, that approval of this action be tabled until reviewed by the county commissioners.

Mr. Strumpfer commented that the RCC asks that the support letter for this project specifically encourages full accommodations for bicycles and pedestrians.

Ms. Linkous responded that bicycle and pedestrian accommodations are being considered as part of the byway plan.

After discussion, the Board decided to **table** action on the letter of support for the Delaware and Lehigh Pennsylvania Byway Designation in Bucks County. This item will be brought before the Board at a future date.

5. William Penn Foundation Regional Indicators Project

Chris Linn, DVRPC Senior Environmental Planner, and Alison Hastings, DVRPC Environmental Planner, presented to the Board an update of a report requested by the William Penn Foundation. This regional indicators report created a detailed inventory of protected open space lands and locally-funded open space programs for their grantmaking territory, a 22-county region centered on Philadelphia.

6. Nominating Committee Report: Proposed Candidates for Fiscal Year 2009 DVRPC Board Officers

The Nominating Committee reported their slate of candidates to serve as Board officers for Fiscal Year 2009 (July 1, 2008 through June 30, 2009) as follows:

Chair: Carole Aichele, Chester County Commissioner
Vice Chair: Kris Kolluri, Commissioner, New Jersey Department of Transportation
Secretary: Joseph M. Hoeffel, Montgomery County Commissioner
Treasurer: Louis Cappelli, Jr., Esq. Camden County Freeholder

Elections will take place at the regular June Board Meeting at which time nominations may also be made from the floor.

7. DVRPC TIP Website

Charles Dougherty, Director of Technical Services, presented to the Board the new online search and mapping features for the DVRPC TIP website.

8. Regional Citizens Committee (RCC) Report

Warren Strumpfer, RCC Chair, reported on the activities of the RCC Meeting of May 14, 2008.

Mr. Strumpfer expressed thanks to DVRPC for making available the new online search and mapping features for the TIP website. Additionally, the RCC requests that a link from the DVRPC website be provided to PennDOT. The RCC also requests that county, and municipal maps be linked which show the actual project detail, not just locations. This information would help the RCC to view the stages of development for each project. Since the RCC has been tasked with examining environmental justice (EJ) issues, having more detailed information as the TIP projects progress will allow the RCC to address any EJ concerns.

Mr. Strumpfer then expressed his appreciation to DVRPC for addressing the TIP project issues and concerns from the RCC Meeting of May 14 in a timely manner.

Mr. Strumpfer also commented that he is very impressed with the *Smart Transportation Guidebook* (distributed to the Board) and the partnering of the New Jersey and Pennsylvania DOT's in preparing the report.

9. Executive Director's Report

Mr. Seymour reported on the following:

a. DVRPC Annual Dinner

The DVRPC Annual Dinner was a great success and Mr. Seymour thanked the Board members and alternates who attended.

b. Urban Land Institute Infrastructure Forum

Mr. Seymour participated on a public sector panel at the ULI Forum which included Secretary Allen Biehler, PennDOT, Rick Hammer, NJDOT Assistant Commissioner, and the Delaware Department of Transportation. Following this panel discussion, a private panel was held which discussed private-public partnerships and privatization.

c. Pennsylvania Turnpike Article

Mr. Seymour pointed out to the Board the article from the Philadelphia Business Journal entitled: *Citigroup-Albertis Team Wins Right to Lease Pennsylvania Turnpike* (distributed to the Board).

d. Regional Greenhouse Gas Emissions Inventory

Mr. Seymour reported that DVRPC has retained a consultant to assist with the Regional Greenhouse Gas Emissions Inventory. This project has advanced to this year's Planning Work Program.

e. Southeastern Pennsylvania (SEPA) First Suburbs Convention - May 31, 2008

Mr. Seymour pointed out the flyer (distributed to the Board) with details on the SEPA First Suburbs Issues Convention scheduled for Saturday, May 31, 2008.

f. Land Use, Transportation and Economic Development (LUTED) Meeting, June 18, 2008

Mr. Seymour encouraged Board members and alternates to attend the DVRPC LUTED Meeting on June 18, 2008 at 10:00 a.m.

g. Member Government Presentations to the Board

Mr. Seymour reminded Board members to consider presenting projects, issues and concerns to the full Board at regular Board meetings. Delaware County has volunteered to give a presentation at the June meeting. It is hoped that other Board representatives will follow for future meetings.

h. Greater Valley Forge Transportation Management Association Acknowledgment

Mr. Seymour reported that in 1987 the King of Prussia (K of P) Chamber of Commerce met to discuss transportation issues. After a series of meetings, in 1988 a Transportation Management Association (TMA) steering committee was formed. An Executive Committee was then formed in 1989 and the beginning of the region's first TMA was established; the Greater Valley Forge TMA. During this time, Peter Quinn was a participating member of the K of P Chamber of Commerce and was involved early on in all the discussions to establish a TMA. Mr. Quinn then became the Executive Director of the Greater Valley Forge TMA. Mr. Quinn also help guide the establishment of the region's five other TMA's.

After 20 years of service, Mr. Seymour announced that Mr. Quinn is retiring and presented Mr. Quinn with a memento for his outstanding leadership and service to the region as well as his long standing relationship as a TMA partner to the DVRPC.

Mr. Quinn thanked the DVRPC Board and commented that he would miss everyone. He stated that the relationship with DVRPC began 20 years ago with an \$50,000 initiating grant. Mr. Quinn continued to say, that since then DVRPC's initiatives not only reflect planning trends but lead in the planning process. Mr. Quinn commented that DVRPC is one of the most effective MPO's in the country. Mr. Quinn then thanked the Board, the RTC, and the DVRPC staff for working together to fulfill the mission of public-private partnerships.

10. Committee Reports

a. Planning Coordinating Committee/Regional Transportation Committee

Dr. Shanis reported on an additional item from the PCC/RTC Meeting not covered under the action items.

A presentation was given by students from the University of Pennsylvania on *Transit Visions in the Delaware Valley*. The presentation focused on how transit can be improved in the future. Their primary vision was to have a circumferential system within the region connecting all the radial routes and centers of development. This concept is a real challenge, since the region is so suburbanized and spread out. However, to have a sustainable future a transit system should be established which makes economic sense.

11. One Minute Reports

William Payne, City of Chester, reported that with the development of the Chester Waterfront, the City of Chester, which was once classified as industrial, is becoming more people oriented. A race track and casino opened last year and next year a soccer stadium and a riverwalk will be developed. The riverwalk will be recommended to be designated as part of the East Coast Greenway.

Mr. Ritzman commented that Governor Rendell announced *Rebuild Pennsylvania* which would recommend reconstructing or replacing 1000 bridges in Pennsylvania within the next three years. With the help of DVRPC, the number of bridges has increased to 1144 across the state.

Rina Cutler, City of Philadelphia, commented that for one week beginning at 5:00 a.m. on May 23 the area between City Hall and Race Street will be closed for implosion of buildings to make room for the Convention Center expansion.

Mr. Strumpfer commented on the innovative report from the University of Pennsylvania students and hopes it can be discussed at the Regional Transportation Advisory Committee and the concept considered for the 2030 Plan.

OLD BUSINESS

No old business was stated.

NEW BUSINESS

No old business was stated.

There being no further business, the meeting was adjourned at 11:55 a.m.

Attachments:

- (1) PCC/RTC Recommendations to the Board for May 22, 2008
- (2) RCC Recommendations to the Board for May 22, 2008

Additional Documents Distributed to the Board:

- (1) *Alert*, May 2008
- (2) *TravelSmart*, May 2008
- (3) DRPA News Release entitled: *DRPA to Hold Two Open House Public Meeting on Morning Traffic Congestion on the Ben Franklin Bridge and Vine Street Expressway*

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DELAWARE VALLEY REGIONAL PLANNING COMMISSION

EXECUTIVE COMMITTEE

Minutes of Meeting of May 22, 2008

Location: Delaware Valley Regional Planning Commission
Main Conference Room, 8th 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
David A. Kuhn
Brian Cuccia
(not represented)
Joanne R. Denworth
James Ritzman
Carol Aichele
Ronald T. Bailey

Jerald R. Cureton
Carol Ann Thomas

Rina Cutler
(not represented)

Guests

Bucks County
Delaware County
Montgomery County

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

Lynn Bush
Thomas Shaffer
Joseph M. Hoeffel
Kenneth Hughes

Edward Fox
Charles E. Romick
Donna Lewis
William Payne
Rina Cutler

Federal Highway Administration

New Jersey Division

Federal Transit Administration, Region III

Southeastern Pennsylvania Transportation Authority

New Jersey Transit Corporation

Delaware River Port Authority

Pennsylvania Department of Environmental Protection

Regional Citizens Committee Chairman

Pennsylvania Department of Transportation

New Jersey Turnpike Authority

Cross County Connection TMA

Delaware River Joint Toll Bridge Commission

Greater Valley Forge Transportation Management
Association

Jeanette Mar

Keith Lynch

David Fogel

Pippa Woods

Linda Hayes

Kevin Gallagher

Warren Strumpfer

James Mosca

Brian Wahler

William Ragozine

Glenn Reibman

Peter Quinn
Rob Henry

DVRPC Co-Counsel

Pennsylvania Co-Counsel

New Jersey Co-Counsel

Gregory J. Moll, Esq.

Thomas J. Coleman, Esq.

DVRPC Staff: Barry J. Seymour, Donald S. Shanis, Charles Dougherty, Richard Bickel, John Ward, Thabet Zakaria, Elizabeth Schoonmaker, Candace Snyder, Phyllis Robinson, and Jean McKinney.

Call to Order

Jerald R. Cureton, Chair, called the Executive Committee Meeting to order at 11:55 a.m.

1. Minutes of Meeting of April 24, 2008

On a **motion** by Ms. Denworth, seconded by Mr. Kuhn, the minutes of the meeting of April 24, 2008 were approved as distributed.

2. **Contract Authorization: Conduct Research and Focus Groups for the TransitChek Program and for the Long Range Plan**

Donald S. Shanis, Deputy Executive Director, explained to the Executive Committee that periodically the TransitChek program conducts research among its participating employers and their employees who utilize the program. The goals are to ascertain the program's strengths and weaknesses, and to better estimate the number of commuters using this benefit and how it has affected their mode usage. Information is used to better structure and market the program to help it grow further. This project would involve both surveys and focus groups.

This is the first time a comprehensive research program has been undertaken for the Long Range Plan. In the past, DVRPC has conducted household telephone surveys, and an on-line survey of the region's residents was recently undertaken to help assist in developing a regional vision and prioritize goals for the future. We would like to conduct a more in-depth assessment of regional opinions on land use, transportation, environmental and economic development. This project would involve focus groups with participants from three target audiences: the general public, municipal officials and developers.

The projects were packaged together with the intent of better cost efficiency. One consultant will be chosen. This is a project-based contract, not time-based, but all work should be finished by October, 2008. A Request for Proposal (RFP) has been issued to solicit proposals, and a Review Committee will assess and choose a consultant.

The estimated consultant cost is broken into two segments:

- no more than \$75,000 for TransitChek, and
- no more than \$25,000 for the Long Range Plan.

The TransitChek portion will be funded out of the general TransitChek Program budget; the Long Range Plan portion is funded from the mega-project.

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

MOTION by Ms. Cutler, seconded by Ms. Aichele, that the Executive Committee authorize the Executive Director to enter into, negotiate and execute a contract with the selected firm as recommended by the Review Committee to conduct research and focus groups for the TransitChek Program and for the Long Range Plan. If such negotiations prove not to meet the requirements of the Commission, to proceed on to negotiations with the second-ranked firm.

3. Approval to Implement DVRPC Domestic Partners Benefits

DVRPC is committed to diversification of our employees, as well as serving the needs of those diverse groups. Given this commitment, it is critical that all members of the staff are accorded equal benefits to the extent allowable under DVRPC regulations.

Presently in DVRPC's Human Resources Policies and Procedures Manual, the Commission recognizes sexual orientation in its Equal Employment Opportunity and Sexual Harassment policies. By not making employee benefits available on equal terms regardless of marital status or sexual orientation, DVRPC, may be perceived as contradicting its own nondiscrimination policy. Establishing a benefits policy that includes DVRPC's gay and lesbian employees is a logical outgrowth of DVRPC's nondiscrimination policy.

Currently some of our member governments have domestic partners benefits. They includes the City of Philadelphia, Montgomery County, Mercer County, Camden County, and the State of New Jersey which includes the New Jersey Department of Transportation.

Offering Domestic Partners Benefits can only reinforce a sense of equality and furthers DVRPC's commitment to a diversified workforce.

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

MOTION by Ms. Cutler, seconded by Ms. Paul, that the Executive Committee approve the implementation of DVRPC's Domestic Partners Benefits beginning in Fiscal Year 2009.

4. Nominating Committee Report: Proposed Candidates for Fiscal Year 2009 DVRPC Executive Committee Officers

The Nominating Committee reported their slate of candidates to serve as Executive Committee officers for Fiscal Year 2009 (July 1, 2008 through June 30, 2009) as follows:

Chair: Carol Aichele, Chester County Commissioner
Vice Chair: Kris Kolluri, Commissioner, New Jersey Department of Transportation
Secretary: Joseph M. Hoeffel, Montgomery County Commissioner

Pennsylvania Representative: Carole Aichele, Chester County Commissioner
New Jersey Representative: Louis Cappelli, Jr., Esq. Camden County Freeholder

Elections will take place at the regular June Board Meeting at which time nominations may also be made 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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