

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

BOARD COMMITTEE

Minutes of Meeting of December 4, 2008

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

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
Bucks County
Chester County

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

Non-Voting Members

Federal Highway Administration
New Jersey Division
Pennsylvania Division

U.S. Department of Housing and Urban
Development, Region III
U.S. Environmental Protection Agency, Region III
U.S. Environmental Protection Agency, Region II

Representative

Joyce Paul
David A. Kuhn
Joseph Neal, Esq.
David Mandelbaum
Joanne R. Denworth
Robert Hannigan
Lynn Bush
Carole Aichele
Ronald Bailey
John E. Pickett
Joseph M. Hoeffel
Carol Ann Thomas
Andrew Levecchia
Charles E. Romick
Matthew Lawson
William Payne
Steve Buckley
Edward Williams
(not represented)

Jeanette Mar
Renee Sigel
Matt Smoker

Elvis Solivan
Megan Mackey
(not represented)

Federal Transit Administration, Region III
Southeastern Pennsylvania Transportation Authority
New Jersey Transit Corporation
Port Authority Transit Corporation
Delaware River Port Authority
New Jersey Department of Environmental Protection
Pennsylvania Department of Environmental Protection
Pennsylvania Department of Community and
Economic Development
New Jersey Office of Smart Growth
Regional Citizens Committee Chairman

Keith Lynch
Byron Comati
Pippa Woods
(not represented)
Linda Hayes
(not represented)
Kevin Gallagher

(not represented)
James Requa
Warren Strumpf

DVRPC Co-Counsel

Pennsylvania Co-Counsel
New Jersey Co-Counsel

Timothy J. Carson, Esq.
Thomas J. Coleman, Esq.

DVRPC Staff: Barry J. Seymour, Donald Shanis, Charles Dougherty, Richard Bickel, John Ward, Elizabeth Schoonmaker, Patty Elkis, Zoe Neaderland, and Jean McKinney.

Guests

Pennsylvania Department of Transportation

New Jersey Department of Transportation
Cross County Connection TMA

James Mosca
Linda Guarini (Dist. 6)
Brian Cuccia
William Ragozine

Call to Order - Chair's Comments

Chair Carol Aichele called the meeting to order at 10:05 a.m.

Barry J. Seymour, Executive Director introduced Renee Sigel, the new Administrator for the Pennsylvania Federal Highway Administration.

Public Comments on Non-Agenda Items

No public comments were stated.

1. Minutes of Meeting of October 23, 2008

On a Motion by Mr. Hoeffel, seconded by Mr. Kuhn, the minutes of the Board Meeting of October 23, 2008 were approved as distributed.

2. Transportation Improvement Program (TIP) Action

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

a. PA09-08a: Parkway Streetscape Improvements Project (MPMS #84649), Philadelphia

On behalf of the Fairmount Park Commission, PennDOT has requested that DVRPC amend the FY2009-2012 TIP for Pennsylvania by adding a new project to the TIP, Parkway Streetscape Improvements Project (MPMS #84649), and programming \$3.75 million (\$3,250,000 Federal STP/\$500,000 Local), acknowledging a toll credit match in FY09 for construction. The federal funding for this project is comprised of \$2 million in statewide discretionary funds and \$1.25 million in DVRPC regional TIP funds. The local funding will be provided by the City of Philadelphia's Capital Budget funds.

As a key component of the city's "tourism infrastructure" there are plans for \$17 million worth of improvements to the Ben Franklin Parkway by the State, City of Philadelphia, Fairmount Park Commission, Center City District, and Charitable Foundations (Pew, Knight, and William Penn). A \$5 million commitment by PennDOT will be directed towards 2 specific projects: The 1600 and 1700 blocks of the Parkway (\$3.25 million) and the new Shakespeare Park (\$1.75 million – see TIP Action PA09-08b).

This project will include streetscape improvements such as new granite curbs, exposed concrete paving with brick edging, new benches, trash receptacles and plantings along the 1600 and 1700 blocks of the Benjamin Franklin Parkway between Love Park and Logan Square. The project will be managed by the Fairmount Park Commission.

Financial constraint for \$1.25 million 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.

b. PA09-08b: Shakespeare Park at 19th/20th/Vine/Parkway (MPMS #85059), Philadelphia

On behalf of the Center City District, PennDOT has requested that DVRPC amend the FY2009-2012 TIP for Pennsylvania by adding a new project to the TIP, Shakespeare Park at 19th/20th/Vine/Parkway (MPMS #85059), and

programming \$1.75 million federal STU funds, acknowledging a toll credit match in FY12 for construction.

As a key component of the city's "tourism infrastructure" there are plans for \$17 million worth of improvements to the Ben Franklin Parkway by the State, City of Philadelphia, Fairmount Park Commission, Center City District, and Charitable Foundations (Pew, Knight, and William Penn). A \$5 million commitment by PennDOT will be directed towards 2 specific projects: The new Shakespeare Park (\$1.75 million), and the 1600 and 1700 blocks of the Parkway (\$3.25 million – see TIP Action PA09-08a).

This project will fund the renovation of the existing park area in front of the Free Library of Philadelphia between Vine Street and the Benjamin Franklin Parkway, and 19th and 20th Streets and will include new plantings, paving, benches, and other landscape and pedestrian amenities. This project will be managed by the Center City District and advance concurrently with MPMS# 80054, Vine Street Expressway Bridges.

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 Planning Coordinating Committee/Regional Transportation Committee that the Board approve TIP Action PA09-08a and PA09-08b.

Favorable recommendation was also received from the Regional Citizens Committee (RCC), however, the RCC urges coordinated development and value engineering for this project, as well as accounting for new development for TIP Action PA09-08a.

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

MOTION By Ms. Denworth, seconded by Ms. Bush that the Board approve the following TIP Actions:

- (1) TIP Action PA09-08a, PennDOT's request to amend the FY2009-2012 TIP for Pennsylvania by adding a new project to the TIP, Parkway Streetscape Improvements Project (MPMS #84649), and programming \$3.75 million (\$3,250,000 Federal STP/\$500,000 local), acknowledging a toll credit match in FY09 for construction; and

(2) TIP Action PA09-08b, PennDOT's request to amend the FY2009-2012 TIP for Pennsylvania by adding a new project to the TIP, Shakespeare Park at 19th/20th/Vine/Parkway (MPMS #85059), and programming \$1.75 million federal STU funds, acknowledging a toll credit match in FY12 for construction.

c. **PA09-09: PA 252 Underpass and US 30 Intersection (MPMS# 85062), Chester County**

On behalf of Tredyffrin Township, Chester County has requested that DVRPC amend the FY2009-2012 TIP for Pennsylvania by adding a new DEMO project to the TIP, PA 252 Underpass and US 30 Intersection (MPMS# 85062), and programming \$150,000 (\$120,000 DEMO/\$30,000 Local match) in FY09 for a feasibility study. The DEMO funding is provided by a \$1.319 million SAFETEA-LU Earmark (Fed ID# 1468), and the Local match will be provided by Tredyffrin Township.

The feasibility study will investigate the potential alternatives for widening the railroad underpass to maintain a four lane cross section of PA 252, providing adequate turning lanes at the US 30 intersection, as well as bicycle and pedestrian facilities. The narrow railroad bridge creates a bottleneck at the underpass where 252 narrows from 2 lanes in each direction to 1 lane in each direction. Improvements will help to reduce congestion, increase safety, and improve access to transit and employment centers in the region. Cost estimates will be determined at the completion of the feasibility study. This project is being planned in conjunction with the Paoli Transportation Center (MPMS# 47979 and 60574).

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 this study is exempt from the regional air quality analysis.

Favorable recommendation was received from the PCC/RTC that the Board approve TIP Action PA09-09.

Favorable recommendation was also received from the RCC with the following notation to the study: "This four track bridge (two tracks for freight trains and two tracks for passenger trains) can be replaced with a two-track bridge because freight usage was discontinued approximately twenty years ago and cannot be restored under present conditions.

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

MOTION by Ms. Bush, seconded by Mr. Hoeffel, that the Board approve TIP Action PA09-09, Chester County's request to amend the FY2009-2012 TIP for Pennsylvania by adding a new DEMO project to the TIP, PA 252 Underpass and US 30 Intersection (MPMS# 85062), and programming \$150,000 (\$120,000 DEMO/\$30,000 Local match) in FY09 for a feasibility study.

d. PA09-10: PA 309 Fort Washington Interchange – Commerce to Pennsylvania Avenue (MPMS #64275), Montgomery County

PennDOT has requested that DVRPC amend the FY2009-2012 TIP for Pennsylvania by adding a project back into the FY09 TIP, PA 309, Fort Washington Interchange - Commerce to Pennsylvania Avenue (MPMS# 64275), and increasing the construction phase by programming \$14,836,000 STP in FY09 in order to address Accrued Unbilled Costs for this project which is completed.

This project includes the complete removal and replacement of the existing roadway, shoulder widening, extending the acceleration and deceleration lanes, and reconfiguring the PA309/PA Turnpike Interchange. Replacement of the existing Norfolk Southern railroad structures was also included to accommodate the widened roadway.

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.

After favorable recommendation was received from the PCC/RTC and the RCC that the Board approve TIP Action PA09-10, the Board unanimously adopted the following **motion**:

MOTION by Ms. Bush, seconded by Mr. Hoeffel, that the Board approve TIP Action PA09-10, PennDOT's request to amend the FY2009-2012 TIP for Pennsylvania by adding a project back into the FY09 TIP, PA 309, Fort Washington Interchange - Commerce to Pennsylvania Avenue (MPMS# 64275), and increasing the construction phase by programming \$14,836,000 STP in FY09 in order to address Accrued Unbilled Costs.

e. **NJ09-01: Laurel Springs Streetscape Improvements Project (DB# D0901), Camden County**

The Borough of Laurel Springs has requested that DVRPC amend the FY2009-2012 TIP for New Jersey by adding a new DEMO project to the TIP, Laurel Springs Streetscape Improvements Project (DB# D0901), and programming \$382,351 DEMO provided by a SAFETEA-LU Earmark (Fed ID# 1642, NJ ID# 182) in FY09 for construction. Any additional funds required to complete the project will be provided locally.

The downtown Laurel Springs area has deteriorated and is in need of improvements in order to improve the appearance, provide a sense of place, and encourage economic and community development. This project will include streetscape improvements such as curbs, sidewalks, stormwater drainage, landscape and lighting improvements along Stone Road, West Atlantic Avenue, and East Atlantic Avenue in Laurel Springs, and will be managed by the borough. The preliminary engineering and final design phase was completed by the Borough of Laurel Springs in 2008. The project is expected to be advertised for construction in the Spring of 2009.

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 this project is exempt from the regional air quality analysis.

Favorable recommendation was received from the PCC/RTC that the Board approve TIP Action NJ09-01.

The RCC recommended approval only if bicycle racks are included in the project.

Ms. Schoonmaker commented that the borough is not considering bicycle racks at this time.

Warren Strumpfer, RCC Chair, then stated that the RCC is **opposed** and recommends that the Board not approve TIP Action NJ09-01.

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

MOTION by Mr. Kuhn, seconded by Ms. Thomas, that the Board approve TIP Action NJ09-01, the Borough of Laurel Springs's request to amend the FY2009-2012 TIP for New Jersey by adding a new DEMO project to the TIP, Laurel Springs Streetscape Improvement Project (DB# D0901), and programming \$382,351 DEMO in FY09 for construction.

f. **NJ09-02: River Road Improvement/Cramer Hill (DB #D0902), Camden County**

The Cooper's Ferry Development Association in Camden, New Jersey, on behalf of the City of Camden has requested that DVRPC amend the FY2009-2012 TIP for New Jersey by adding a new DEMO project to the TIP, River Road/Avenue. Improvements/Cramer Hill (DB# D0902), and programming \$4,008,241 DEMO in FY09 for construction. The DEMO funds will be provided by two SAFETEA-LU Earmarks (NJ ID#'s 253 and 268). Any additional funds required to complete the project will be provided locally.

This project will help implement a multi-phase effort to address the long standing issue of heavy truck traffic along River Road/Avenue, the primary commercial corridor through Cramer Hill in the City of Camden. This project will include traffic calming and pedestrian improvements such as high visibility crosswalks, truck route signage, signal timing changes to slow trip through the area, bulbouts, medians, and intersection geometric improvements.

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 this project is exempt from the regional air quality analysis.

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

MOTION by Mr. Williams, seconded by Ms. Thomas that the Board approve TIP Action NJ09-02, the Cooper's Ferry Development Association's request on behalf of the City of Camden to amend the FY2009-2012 TIP for New Jersey by adding a new DEMO project to the TIP, River Road/Ave. Improvements/Cramer Hill (DB# D0902), and programming \$4,008,241 DEMO in FY09 for construction.

3. FY 2009 Planning Work Program Amendment: TreeVitalize Municipalities Collaboration in Bucks, Chester, Delaware and Montgomery Counties

Patty Elkis, DVRPC Associate Director, Comprehensive Planning, explained to the Board that launched by the Pennsylvania Department of Conservation and Natural Resources (DCNR) in 2004, TreeVitalize produced impressive results in the Greater Philadelphia Area during its first four years:

- Planted over 20,000 trees along streets, in parks, schools, and other public lands;
- Restored nearly 300 acres of forested riparian buffer;
- Educated 2,800 citizens through Tree Tender classes;
- Engaged 11,000 volunteers in community tree plantings.

The Southeast Pennsylvania TreeVitalize partnership, spearheaded by the Pennsylvania Horticultural Society, continues to grow. Meanwhile, DCNR has launched a comparable TreeVitalize program in Pittsburgh. By 2010, TreeVitalize will have reached urbanized communities in all metropolitan areas of the state.

The Delaware Valley Regional Planning Commission proposes to continue its collaboration with the Pennsylvania Horticultural Society to promote tree planting and municipal capacity building initiatives in Bucks, Chester, Delaware and Montgomery counties.

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

MOTION by Ms. Bush, seconded by Mr. Lawson, that the Board amend the FY 2009 Integrated Work Program to include the TreeVitalize Municipalities Collaboration in Bucks, Chester, Delaware and Montgomery Counties and enter into a \$20,000 contract with the Pennsylvania Horticultural Society to enable DVRPC staff to conduct outreach and coordination with the PHS to promote tree planting and capacity building in Southeastern Pennsylvania through the TreeVitalize Municipalities Program.

4. Adoption of the 2008 Regional Congestion Management Process (CMP) Update

The Board was provided with a copy of the Executive Summary of the 2008 CMP. Zoe Neaderland, DVRPC Manager, Congestion Management Process, explained that the CMP is a systematic process for managing congestion that provides a range of strategies to minimize congestion and enhance the mobility of people and goods. It uses a range of multimodal strategies, including enhanced coordination with land use planning.

The CMP provides regionwide analysis and agreed-upon corridors with strategies for each subcorridor. It is guided by, and is a source of technical analysis for the Long-Range Plan. It helps in consideration of proposed TIP projects and selecting corridor studies. It is also a federal requirement. DVRPC's 2006 CMP is in circulation nationally as a best practice example.

Favorable recommendation was received from the PCC/RTC that the Board adopt the 2008 CMP Update.

The RCC also recommended that the Board adopt the 2008 CMP Update with the following comments. "Complete Streets" should be included as one of the "very appropriate strategies" for each corridor. The RCC also recommends that the emphasis in the process should be an appropriate analysis of "reasonable" (including multimodal) travel demand reduction and operational management strategies for the corridor in which a project that will result in a significant increase in capacity for Single Occupancy vehicles is proposed to be advanced with federal funds.

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

MOTION by Mr. Lawson, seconded by Ms. Denworth, that the Board adopt the 2008 CMP Update to help minimize congestion and advance toward regional goals in a coordinated manner.

5. Approval to Distribute the DVRPC Draft Fiscal Year 2010 Planning Work Program (PWP)

Mr. Seymour, explained that authorization is being requested from the Board to distribute for review and comment the Draft Fiscal Year 2010 Planning Work Program (distributed to the Board) which consists 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.

Mr. Seymour commented on some of the program areas and reported that the aerial photography and the travel model updates (typically funded through the TIP) need to be included in the Year 2010 PWP. In order to fund these two projects, the Transportation Community Development Initiative (TCDI) Program will be scaled back for 2010. Some other projects identified for other funds are still to be determined awaiting the status of the PennDOT Supplemental Planning Program.

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

MOTION by Mr. Kuhn, seconded by Mr. Payne, that the Board approve distribution of the DVRPC Draft Fiscal Year 2010 Planning Work Program for review and comment.

6. Pennsylvania Infrastructure Investment Authority (PENNVEST) Funding Requests in Bucks County

Ms. Elkis explained to the Board that PENNVEST is an independent agency of the Commonwealth of Pennsylvania managed by a 13-member Board of Directors and chaired by the Governor, which provides funding for drinking water, wastewater treatment, stormwater management and brownfield assessments and remediation projects. The Program provides long-term loans through a revolving loan fund to municipalities, authorities and some private entities at below-market interest rates. PENNVEST has forwarded one application to DVRPC for review for consistency with the regional plan as follows:

Aqua Pennsylvania Bristol Residuals Handling Facilities Improvements - Aqua Pennsylvania is requesting a PENNVEST loan of \$2,443,000 to construct improvements at the residuals handling facility at the Bristol Water Treatment Plant. The 8 mgd plant treats water from the Delaware River to serve the Borough of Bristol and adjacent areas. Residuals are pumped from the treatment plant to the residuals handling facility located approximately a mile away. The residuals facility has deficiencies requiring the following upgrades: a new 42-foot diameter by 26-foot high thickener tank; new 20-foot by 20-foot chemical feed building, new 10-foot diameter conditioning tank, and new access bridge and stairway to existing and new thickeners. Aqua is planning on making these improvements to address residuals handling problems, which collectively restrict the plant's processing capacity and cause spikes in turbidity of finished water. Also, since filtrate is discharged to the public sewer system, sub-standard solids removal can increase the load of inert solids to the public wastewater treatment system. In addition, the improvements will enhance worker safety at the handling facility.

This project serves to remedy a water treatment facility problem at an existing plant primarily serving an existing developed area defined as a revitalizing center (Bristol/Route 413/13 Corridor) on the DVRPC 2030 Land Use Plan. The plant is physically located in a sliver of land defined as Future Growth Area, because this area is largely vacant but appropriate for infill development based on its access to public sewer and water service and transportation infrastructure. This project

supports the following long range plan goals: (1) Strengthen urban centers and older centers of the region to maintain and enhance the quality of life and increase their appeal as places to live, work and visit; (2) Restore and maintain existing infrastructure systems, services and capacity to support existing development as well as attract new population and employment growth.

This project is consistent with the goals and policies of *Destination 2030, the Year 2030 Plan for the Delaware Valley*.

Bucks County Planning Commission finds this project to be generally consistent with the county land use policies.

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

MOTION by Ms. Bush, seconded by Mr. Hoeffel, that the Board authorize the Executive Director to send a letter notifying PENNVEST that the funding request from Aqua Pennsylvania entitled *Bristol Residuals Handling Facilities Improvements*, Bucks County is consistent with the Destination 2030 Plan.

7. Regional Citizens Committee (RCC) Report

Warren Strumpfer, RCC Chair, reported on the activities of the RCC Meeting of November 18, 2008.

Mr. Strumpfer commented that he has been elected to serve as Chair to the RCC for 2009.

The RCC heard presentations on *2009 Surface Transportation Legislation: What Route Would You Choose?* and *Connections 2035 Long-Range Planning*.

Mr. Strumpfer also mentioned and thanked Mr. Seymour for submitting a letter to SEPTA which requested extending service on the Route 8 from the Frankford Transportation Center to the Palmyra Station on New Jersey Transit's RiverLine.

Mr. Strumpfer attended an advisory committee meeting at New Jersey Transit. He reiterated on his disappointment with the elimination of the 1-800 service number. The 511 toll free number caters to highways and has not been developed for the bus system. Mr. Strumpfer believes this issue could be classified as an environmental injustice. He questions why the MPO is not involved with addressing this issue.

Finally, Mr. Strumpfer commented on the ineffectiveness of New Jersey Transit's Trip Planner such as a lack of online schedule information. Mr. Strumpfer believes that the MPO should also be involved in these issues.

Pippa Woods, New Jersey Transit, responded that the entire coordination of human services transportation and public transit is a relatively new activity and some of the issues of information, availability, and accessibility are being examined for the JARC and New Freedoms Programs. Ms. Woods also commented that the MPO's are involved in coordinating these plans. The 211 number is for information for human services clients and the 511 is a traffic only number.

Donald Shanis, DVRPC Deputy Executive Director, commented that the staff has recently put together a revised Intelligent Transportation Systems (ITS) architecture which recognizes the itinerary issues which are extremely difficult to implement.

8. Camden County Presentation

Andrew Levecchia, Camden County, presented to the Board a list of transportation and redevelopment projects in Camden County. Mr. Levecchia mentioned two transportation infrastructure projects: (1) Elimination of the Route 130 Collingswood Circle to be replaced with a signalized intersection (Phase II includes the replacement of the bridge over Route 130 as you travel north away from the circle); and (2) elimination of the Route 73 Berlin Circle which was replaced with a signalized intersection.

Projects like these tend to have a positive impact on the surrounding business community as transportation infrastructure investments help to attract and retain business.

Mr. Levecchia next reviewed the major construction projects as follows:

- (1) Camden City - Cooper University Hospital expansion of the Health Sciences Campus. This is a 312,000 square foot patient care pavilion which will be publicly dedicated on December 11, 2008 (\$222 million).
- (2) Camden City – Rutgers University completed construction on the new law school building and is welcoming its first group of students this semester. This is a nine story building which connects the existing Law School building and the library.
- (3) Cherry Hill – Garden State Park – This redevelopment project of over 200 acres includes 530,000 square feet of retail space, over 200,000 square feet of office, restaurant, commercial, luxury town homes, and apartments.
- (4) Cherry Hill – Cherry Hill Mall redevelopment project includes several restaurants and retail space for Nordstrom's and other new retailers.

- (5) Voorhees – Echelon Mall redevelopment includes several new retail shops and restaurants as well as 450 housing units.
- (6) Gloucester Township – Shoppes at Cross Keys includes 170,000 square feet of retail development, located at Exit 36 along the Atlantic City Expressway. Opening in the spring of 2009.
- (7) Somerdale – Lions Head Plaza redevelopment of a 20 year vacant greyfield. Includes 340,000 square feet of retail development attracting Wal-Mart and LA Fitness.
- (8) Voorhees – Virtua Hospital Expansion – 125 acres, \$400 million, 360 bed patient care facility and over one million square feet of development.
- (9) Bellmawr – Bellmawr Waterfront – redevelopment of two landfills along the Big Timber Creek. Site plans include over one million square feet of shopping, business and residential development. Preliminary site preparations have begun.

In conclusion, Mr. Levecchia reviewed some of Camden's future projects as follows:

- (1) Direct Connect – connecting Route 295 and Route 42 with direct access from both highways in all directions.
- (2) Camden City – redevelopment of properties within a quarter mile of the Ferry Avenue PATCO Station. Providing increased parking and services for Our Lady of Lourdes Hospital.
- (3) DRPA – Extension of PATCO high speed commuter rail line. Announcement anticipated June of 2009.
- (4) Route 42 and College Drive interchange – connecting Route 42 to Camden County College. (2011).

9. Parking Study

Karin Morris, DVRPC Manager, Office of Smart Growth, presented to the board a parking study entitled: *The Automobile at Rest – Toward Better parking Policies in the Delaware Valley*. This report examined municipal parking standards and best practices for managing and designing parking. Some of the other aspects the report examined were the cost and financing of parking, stormwater design for better drainage, and transit parking. Recommended standards for parking requirement, typical requirement and recommended requirement were tabulated and shown. The report concluded that: (1) most municipalities require too much parking; (2) abundant free parking not always best idea; (3) parking should be

known but hidden; (4) no "if we build it they will come"; and (5) accommodate the auto while creating more livable communities.

10. Executive Director's Report

Mr. Seymour reported on the following:

a. Long Range Plan County Meetings

Mr. Seymour reported nine county meetings to discuss the Long Range Plan have been completed. These public meetings allowed a diversity of individuals to discuss regional issues. In particular, the discussions on multi-municipal cooperation highlighted that more incentives are needed to get the municipalities to work together. Affordable housing was also identified as a key issue in each of the counties. Transportation funding issues were also discussed and the public generally understands that federal and state funding is limited and that the revenue stream needs to be broadened. The public was opposed to new taxes but were open to the idea of a bond. Identifying specific projects for specific funding was also a high priority.

Mr. Seymour pointed out the report (distributed to the Board) entitled: *Long Range Vision for Transit*. This report examines options for an expanded and improved transit system and what it would mean for the region. A series of potential new services and operational upgrades of the existing system were examined, grouped in four narratives. These include: service in the urban core, including the Broad Street Line extension north and south; a waterfront service along the Delaware; inter-ring connection to the inner suburbs; and broader regional rail and reverse commute services. The financial constraints of the Long Range Plan will not allow inclusion of all of these projects, however, transit projects should be examined for providing a structure for regional development.

b. Classic Towns Program Update

Mr. Seymour reported that the Classic Towns Program is proceeding successfully. A forum was held in partnership with the Urban Land Institute and the Delaware Valley Smart Growth Alliance. At this forum, displays were set up from approximately 15 communities. Developers visited the displays to see what development opportunities were available in those communities.

c. Mid-Atlantic Forum

Mr. Seymour reported that DVRPC hosted a forum for the Mid-Atlantic MPO's. The purpose of this one-day meeting was to share information with our neighboring MPO's.

d. Smart Transportation Projects

Mr. Seymour reported that the Pennsylvania Community Transportation Initiative (PCTI) projects are due by December 15, 2008.

e. Regional Economic Development Framework

Mr. Seymour explained that this Regional Economic Development Framework is a follow-up of the Land Use and Transportation Economic Development (LUTED) Program whereby the Federal Economic Development Administration requested a regional strategy document. More than 30 different existing regional analyses were reviewed which affect the Greater Philadelphia region. A draft report will be released within the next week.

f. Climate Change Planning

Mr. Seymour reported that the inventory for the regional green house gas emissions is nearing completion. The goal is to examine, on a regional scale, a nine county base line assessment of green house gas emissions using the year 2005 as a base line. The Board adopted population and employment numbers would then be used for future strategies in reducing green house gas emissions in the future.

Mr. Seymour requested a Board Policy Meeting on Climate Change and Greenhouse Gas Emissions. The meeting was scheduled for Friday January 9, 2009 from 10:00 a.m. to 12:00 p.m. at DVRPC.

g. Statewide Transportation Planning

Mr. Seymour reported that DVRPC will be hosting a Statewide Transportation Planning course on February 18-19, 2009 and urged all Board members and alternates to attend.

h. Association of Metropolitan Planning Organizations (AMPO)

Mr. Seymour reported that DVRPC was presented the AMPO award for Outstanding Achievement in Metropolitan Transportation Planning.

i. Potential Stimulus Package for Infrastructure

Mr. Seymour commented that President Elect Obama is proposing a stimulus package for infrastructure. Should this package emerge in January it would be advantageous for the Board to inform the congressional delegation of the MPO process and the high priority projects that have been identified in this region.

Some of these projects are already on the TIP and some are listed as LUTED projects.

Commissioner Joseph Hoeffel, Montgomery County, agreed that the Board should move forward with a list of transportation projects which helps with economic development or the stimulus package may turn out to be primarily earmark projects.

Lynn Bush, Bucks County, also agreed and commented that the Board should compile and agree on a short list of priority projects instead of a long list which may be impossible to accommodate.

David Kuhn, New Jersey Department of Transportation, commented that most of the projects which would be selected would be projects that are ready for construction.

Matt Lawson, Mercer County, commented that the Board needs to relay to the congressional delegation the need for continued funding for infrastructure after the stimulus package.

Timothy Carson, Pennsylvania Co-Counsel, commented that the list of projects needs to be "politically correct" and pared down to real projects which are ready to move forward. These projects should be beneficial to the entire region.

Linda Hayes, Delaware River Port Authority, requested that input from the transit operators be included.

After discussion, Mr. Seymour commented that it seems to be the consensus of the Board to send a letter to the congressional delegation to remind them of the process, such as the TIP funding. Their focus should be on projects already identified and ready to move forward instead of creating new projects.

DVRPC will coordinate with the counties to compile a short list of projects.

11. Committee Reports

The following committee highlights were distributed to the Board for their review: (1) Planning Coordinating Committee/Regional Transportation Committee; (2) Land Use and Economic Development (LUTED) Committee; (3) Land Use and Housing Committee.

12. One Minute Reports

Mr. Seymour reported that Steven Dilts, Acting Commissioner, New Jersey Department of Transportation, has replaced Commissioner Kris Kolluri. Mr. Dilts will be representing NJDOT at the Board and Executive meetings.

Mr. Seymour also announced that Carol Aichele has been appointed to Mayor Nutter's Sustainability Advisory Board and will represent DVRPC and the counties.

Lastly, Mr. Seymour announced that Robert Hannigan, PennDOT is retiring as of January 23, 2009.

OLD BUSINESS

No old business was stated.

NEW BUSINESS

No new business was stated.

There being no further business, the meeting was adjourned at 12:20 p.m.

Attachments:

- (1) PCC/RTC Recommendations to the Board for December 4, 2008
- (2) RCC Recommendations to the Board for December 4, 2008

Additional Documents Distributed to the Board:

- (1) Alert, December, 2008
- (2) TravelSmart, December, 2008

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