

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

BOARD COMMITTEE

Minutes of Meeting of May 26, 2011

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

Membership Present

Representative

New Jersey Department of Community Affairs
New Jersey Department of Transportation
Pennsylvania Department of Transportation

James Requa
David Kuhn
James Ritzman
James Mosca
David Reiner
(not represented)
Andrew Paris
Diane Ellis-Marseglia
Terence Farrell
Ronald Bailey
Thomas Shaffer
Joseph Hoeffel
Leah Arter
Carol Ann Thomas
(not represented)
Richard Westergaard
Donna Lewis
William Payne
Rina Cutler
(not represented)
(not represented)

New Jersey Governor's Appointee
Pennsylvania Governor's Appointee
Pennsylvania Governor's Policy Office
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 II
U.S. Environmental Protection Agency, Region III

Sandra Brillhart
(not represented)

(not represented)
(not represented)

Federal Transit Administration, Region III	(not represented)
Southeastern Pennsylvania Transportation Authority	Byron Comati
New Jersey Transit Corporation	Louis Millan
New Jersey Department of Environmental Protection	(not represented)
Pennsylvania Department of Environmental Protection	Kevin Gallagher
Delaware River Port Authority	Barbara Holcomb
Port Authority Transit Corporation	(not represented)
Pennsylvania Department of Community and Economic Development	(not represented)
New Jersey Office for Planning Advocacy	Katherine Meade
Regional Citizens Committee Chair	Aissia Richardson

DVRPC Co-Counsel

Pennsylvania Co-Counsel	Thomas Jennings
New Jersey Co-Counsel	Thomas Coleman

DVRPC Staff: Barry J. Seymour, Donald Shanis, Richard Bickel, Charles Dougherty, John Ward, Thomas McGovern, Elizabeth Schoonmaker, Ted Dahlburg, Sean Greene, Meghan Weir, Patty Elkins, Joseph Hacker, Roger Moog, Candace Snyder, Phyllis Robinson and Jean McKinney.

Guests

Pennsylvania Department of Transportation	Linda Guarini (Dist. 6)
	Michael Archer
City of Camden	Anthony Bucchi
Cross County Connection TMA	William Ragozine
Delaware River Joint Toll Bridge Commission	Glenn Reibman
CH2M HILL	Stephen Dilts
	Bill VanWagenen
PlanPhilly	Anthony Campisi
DVARP	Andy Sharpe
Pennsylvania Transit Expansion Coalition	Paul Iverson
	John Frey
Montgomery County Resident	Ronald Henry
	Thomas McHugh
Regional Citizens Committee Member	Jim Richardson

Call to Order - Chair's Comments

Chair Joseph Hoeffel, called the meeting to order at 10:08 a.m.

Chair Hoeffel announced that on June 6, 2011 he and Barry Seymour, DVRPC Executive Director, will be presenting to the Governor's Transportation Funding Commission the proposal for the 422 Corridor. The proposal involves tolling to create a source of funding to repair the roadway and expand train service from Norristown to Reading.

Chair Hoeffel noted that the Board meeting was being video taped by John Frey, Pennsylvania Transit Expansion Coalition (PA-TEC).

Public Comments on Non-Agenda Items

Public comments were heard on non-agenda items.

Paul Iverson, PA-TEC, read his letter (distributed to the Board and attached as part of these minutes) to the DVRPC Board with reference to unproductive activities at the May 17, 2011 Regional Citizens Committee (RCC) Meeting.

Thomas McHugh, Wyncote, Montgomery County, read his comments (attached as part of these minutes) with reference to some of the disruption at the RCC meetings, citizen participation, the RCC's involvement with the need to reduce vehicle miles traveled (VMT), and the changes instituted to the Long Range Planning Task Force of the RCC.

Mr. Seymour responded to these comments and stated that the RCC is an open public meeting of involved citizens who volunteer their time. These individuals are not appointed. The RCC sets their own procedures and elect their own officers. At the May 17, 2011 meeting an individual involved with PA-TEC was video taping. A poll taken concluded that the majority of RCC members objected to this taping. The individual taping refused to stop and although, at this meeting there was other conflict and disruption, the taping seemed to be a major point of contention among the RCC. Another disruptive and unproductive activity at this meeting was the non-civil exchange between some members in attendance and the personal attack that PA-TEC has taken on the leadership and the chair of the RCC.

Mr. Seymour expressed his regrets to Aissia Richardson (RCC Chair) who has worked hard to lead the RCC group among the conflict that has existed in the past few months.

Mr. Seymour concluded that DVRPC's goal is to allow for public participation, allow open exchange of ideas, and allow all residents of the region to engage in the planning process. There are several different ways to evolve the public participation process and DVRPC, in discussions with the Board, will examine solutions on how to move forward with this process in a productive way.

Chair Hoeffel announced that additional Board members were needed in attendance at the meeting to constitute a quorum for voting on the action items. While awaiting those members, the meeting proceeded with some of the non-action items.

1. Update of the I-95 Design Management

Bill Van Wagenen, CH2M HILL, presented to the Board an overview of their contract with PennDOT to revitalize the I-95 corridor in Pennsylvania.

The I-95 corridor is 51 miles in Pennsylvania and is one of the five most congested highways in the U.S. and crashes are higher than the state-wide average. It goes through diverse neighborhoods and has multiple industrial uses. Currently, the program is organized into five sectors; A through E and is estimated at a cost of approximately \$8 billion. Sector A consists of 15 projects and the approximate cost for these projects is \$2 billion.

The five sectors are determined by PennDOT based on current conditions of the structures, pavement, and safety. The areas with the most needed repair take priority (Sector A).

The challenges for the reconstruction of I-95 are being addressed. The timeframe is a 40-year program which is unacceptable, funding is not adequate, and pavement and bridges require major rehabilitation. The design challenges are to balance user needs and design modifications in a constrained urban environment. Community issues would be to improve access, aesthetics and environment for community and compatibility with proposed development plans.

CH2M HILL's contract is a 10-year program management contract broken into three parts. Part 1 is the development of innovative strategies over a 12 to 18 month period. Part 2 includes design management, public involvement and environmental compliance. Part 3 is to oversee the construction phase of the corridor.

Mr. Van Wagenen also commented that public outreach meetings throughout the length of the corridor will take place for public input.

In conclusion, Mr. Van Wagenen commented that CH2M HILL is also working with DVRPC staff for traffic modeling and the use of DVRPC's data and information on the corridor.

2. Executive Director's Report

a. Transit Operating and Capital Funding Source Comparison

Mr. Seymour pointed out the Transit Operating and Capital Funding Source Comparison Chart prepared by DVRPC staff (distributed to the Board).

b. Regional Incident Management Conference

Mr. Seymour reported that the Regional Incident Management Conference organized by DVRPC staff was held on May 10, 2011. The conference focused on incident management and first responders. Both national and regional experts attended to simulate best practices on safety and how to keep traffic moving when an incident occurs.

c. Central New Jersey Forum

Mr. Seymour reported that a meeting of the Central New Jersey Forum was held on May 16, 2011. The main item at this meeting was the transfer of ownership of the forum to the local government. DVRPC staff will continue to organize and facilitate the meetings, but there will be a voting structure for the counties and municipalities.

d. New Jersey MPO Meetings

Mr. Seymour reported that a meeting of the New Jersey MPO's will be held on June 6, 2011.

e. 2013 NARC National Conference

Mr. Seymour reported that the National Association of Regional Councils (NARC) has asked DVRPC to host their 2013 National Conference in Philadelphia. This would be a great opportunity for the City of Philadelphia.

e. Regional Trails Summit

Mr. Seymour reported that Mayor Nutter and Commissioner Hoeffel will be speakers at the Regional Trails Summit scheduled for June 23, 2011 at the HUB Conference Center in the Circa Center at 30th Street Station. This summit will target trails, development, and building the regional trail network.

f. Public Meeting

Mr. Seymour reported that as part of ongoing public outreach, an open public meeting is scheduled for June 8, 2011 at the Moorestown Community House, Moorestown, New Jersey.

g. Transportation Community Development Initiatives (TCDI) and Regional Trails Program Call for Proposals

Mr. Seymour reported that call for proposals will be issued for both the TCDI Program and the Regional Trails Program in June, with projects selected in the fall.

h. Staff Transitions

Mr. Seymour announced the retirement of two DVRPC staff: Phyllis Robinson, Director, Human Resources and Equal Employment Opportunity and Roger Moog, Manager, Office of Aviation Planning. Ms. Robinson has been with DVRPC for 32 years and of the 115 staff, Ms. Robinson has virtually hired almost everyone. Mr. Moog has been with DVRPC for 37 years and has supported the Aviation Network Program at DVRPC. Thanks to Ms. Robinson and Mr. Moog for their many years of dedicated service.

Mr. Moog commented that his years of service at DVRPC working with the counties and the small reliever airports has been both interesting and enjoyable. He wished much success to the City for the new expansion of the Philadelphia International Airport and to New Jersey for the expansion of the Atlantic City Airport.

3. Regional Truck Parking Study

Ted Dahlburg, Manager of DVRPC's Office of Freight Planning, presented to the Board the findings of the recently published *Regional Truck Parking Study* (distributed to the Board); a comprehensive analysis of the supply and demand of truck parking in the Philadelphia-Camden-Trenton region.

The study found that a significant amount of unauthorized truck parking was found in the region and a current shortfall of 247 spaces will grow to a shortfall of 466 spaces by 2035. There is a greater need for additional spaces in the Pennsylvania side of the region.

Most unauthorized truck parking takes place at night when roadways are relatively empty, making the shortages largely an invisible problem. There is a need to promote overnight truck parking spaces and amenities to both DVRPC partners

and the public and to include the topic of truck parking in appropriate public education materials and efforts. Access to truck parking facilities needs to be improved to allow for greater safety and efficiency in the truck parking system.

Chair Hoeffel announced that a quorum was now present at the May 26, 2011 Board meeting and proceeded with the action items.

4. Minutes of Meeting of April 28, 2011

On a Motion by Commissioner Farrell, seconded by Mr. Payne, the minutes of April 28, 2011 were approved as distributed. Commissioner Diane Ellis-Marseglia **abstained** from the vote.

5. Authorization to Open a Public Comment Period for the Draft FY 2012-2015 New Jersey Transportation Improvement Program (TIP); and the Draft Conformity Finding of the FY 2012 New Jersey TIP and FY 2011 Pennsylvania TIP

Sean Green, DVRPC Senior Transportation Planner, Office of Long-Range Planning and Economic Coordination, explained to the Board that Federal law and planning regulations require the development of a Transportation Improvement Program (TIP) in order for the metropolitan region to be eligible to receive federal transportation funds. The creation of the TIP is to be done by the MPO in cooperation with the state and transit operators, and must provide opportunity for input and comment by the public. A minimum 30-day public comment period must be conducted prior to a formal action to adopt the TIP. The final conformity rule promulgated by US EPA (40 CFR 51 and 93) requires that the TIP must not cause new air quality violations, worsen existing violations, or delay timely attainment of federal standards; that Transportation Plans and Programs conform to the applicable State Implementation Plans (SIP) for air quality. Staff requests to open a 30-day public comment period on these two processes with proper public notification, to publish the Draft FY2012 TIP for New Jersey and Draft Conformity Finding documents, to post them on the Internet, to make copies available at certain public libraries, and to hold public meetings.

DVRPC develops a TIP for the New Jersey portion of the region almost every year (the combined New Jersey and Pennsylvania TIP process occurs every other year). Work began in November 2010 on the development of the FY 2012-2015 TIP for New Jersey. The New Jersey Subcommittee of the RTC, under the direction of the DVRPC staff, has been working on a draft TIP that meets the requirements of the federal laws and regulations, including those concerning financial constraint, air quality, plan consistency and environmental justice. DVRPC plans to adopt the FY 2012 TIP no later than the July Board meeting so that the

state can submit their 2010 Statewide Transportation Improvement Program (STIP) to the federal agencies for review and approval before the end of the federal fiscal year.

DVRPC has worked closely with the Transportation Conformity Interagency Consultation Group (TCICG) to insure that the region has addressed the set of regulations issued by US DOT and US EPA concerning the impact of the TIP on air quality. The regulations prescribe specific emissions analyses and procedures to be performed, which DVRPC has employed under the guidance of the TCICG. The final conformity rule promulgated by US EPA (40 CFR 51 and 93) requires that the TIP must not cause new air quality violations, worsen existing violations, or delay timely attainment of federal standards. Unless it is determined that the TIP “conforms” to the Clean Air Act requirements and other applicable state air quality goals as embodied in each of the state implementation plans, US DOT cannot fund, authorize, or otherwise approve transportation programs or projects. The Draft FY 2012 TIP for New Jersey and the draft conformity documents will be available for public review during June and July, 2011. Staff will review and respond to the comments received, and the RTC and RCC will prepare recommendations to the Board for adoption of the final FY 2012 TIP for New Jersey and the conformity findings for the FY 2012 TIP for New Jersey and FY 2011 TIP for Pennsylvania in July, 2011.

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. Kuhn, seconded by Ms. Lewis, that the Board authorize staff to open a minimum 30-day public comment period for the purpose of gathering public and agency comments on the Draft FY 2012-2015 TIP for New Jersey and the Draft Conformity Determination of the FY 2012 TIP for New Jersey and FY 2011 TIP for PA (FY2011-2014); to issue proper public notifications; to publish the draft documents of the FY 2012 TIP for New Jersey and conformity findings on the Internet; to make copies available at certain public libraries; and to hold public meetings.

6. Approval of the FY 2012 New Jersey Job Access and Reverse Commute (JARC) and New Freedom Grant Programs – Project Recommendations and TIP Commitment

Meghan Weir, DVRPC Transportation Planner, Office of Transit, Bicycle and Pedestrian Planning, explained to the Board that under SAFETEA-LU regulations, the JARC grant program is a component of a Coordinated Human Services Transportation Planning (CHSTP) process. New Jersey Transit (NJ Transit) is the state-wide designated recipient for the JARC program in New Jersey. Local

nonprofit agencies, municipalities, as well as other transportation providers, are eligible sub-recipients. NJ Transit will work with all potential sub-recipients to develop full applications to the Federal Transit Administration (FTA).

FTA regulations require metropolitan planning organizations (MPOs) to conduct a “fair and equitable” selection process consistent with the adopted regional Coordinated Human Services Transportation Plan. This includes plan updates, outreach, ranking and recommendation of project applicants, and adding projects to the regional Transportation Improvement Program (TIP), pending grant approvals. Rating criteria are outlined in NJ Transit’s statewide application, with an emphasis on established local funding priorities identified in county CHSTP documents. Project applications were evaluated by the NJ CHSTP Selection Committee. Projects recommended for funding were distributed to the Board. NJ Transit will work directly with recommended applicants to determine final funding levels.

The JARC grant program is intended to help fund transportation services and supportive activities that facilitate access to jobs for welfare recipients and lower income persons, as well as reverse commute trips for the general population. The FY12 JARC program provides \$552,583 in FTA funds for the Philadelphia and Trenton areas in DVRPC’s New Jersey counties. The New Freedom grant program is intended to provide additional tools for disabled individuals seeking integration into the work force and society. This is often implemented in the form of infrastructure upgrades beyond ADA requirements. The FY12 New Freedom program provides \$452,360 in FTA funds for the Philadelphia and Trenton areas in

DVRPC’s New Jersey counties. FTA grant recipients are required to provide their own matching funds. Following project solicitation in January 2011, DVRPC received five JARC applications and four New Freedom applications. Staff reviewed the materials and forwarded the applications to the New Jersey selection sub-committee for their review. The selection committee met on April 13, 2011 and recommends four JARC applications and three New Freedom applications to be forwarded to NJ Transit. The committee recommends that selected JARC projects be funded for fiscal years 2012 and 2013. Tables were distributed to the Board describing these projects.

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 Ms. Arter, that the Board approves the project recommendations for JARC and New Freedom funding applications and approves modification of the New Jersey TIP, to reflect the JARC program funding (DB# T199) and New Freedom program funding (DB# T552) for FY12. These amounts will be specified by NJ Transit to reflect actual funding levels depending on available matching money and budget needs.

7. **Proposed Change to the Pennsylvania Federal Highway Functional Classification System - Phoenixville, Chester County, PA**

Charles Dougherty, DVRPC Director, Technical Services Division, explained to the Board that the Borough of Phoenixville requests the addition of existing sections of **Main Street** and **Taylor Alley** and a new roadway connection known as the **French Creek Parkway** to the Pennsylvania Federal Functional Classification System as Urban Collectors. The proposed addition makes a logical connection to Bridge Street, which is currently classified as a Principal Arterial. In addition to channeling traffic to the existing arterial system, the proposed Urban Collectors will provide access to mixed-use development, Phoenixville's business district, and residential neighborhoods.

The selected roadways are part of the French Creek Center Master Plan, which was approved by the Borough of Phoenixville in August 2001. The Master Plan reflects a public-private partnership to redevelop a 120-acre former steel site along the French Creek in the heart of the Borough. The Master Plan includes a mixed-use development that will be integrated with the existing business and residential areas on the north and south sides of the Borough through multi-modal transportation improvements, including a new roadway and sidewalk network connected to the existing street grid and a segment of the Schuylkill River Trail. The redevelopment and related transportation improvements in the Master Plan will be implemented over time through public-private partnerships. A first step is design and construction of the French Creek Parkway - Section I. This project includes 0.4 miles of new collector roadway and sidewalks between Taylor Alley and Main Street, a new traffic signal, a new bridge over French Creek.

Favorable recommendation was received from the PCC/RTC.

The RCC also recommend approval, however, the Action Task Force recommends that all the roads in question follow Complete Streets policy for multimodal transportation and that appropriate stormwater management systems be put in place to alleviate potential flooding issues from the Schuylkill River and French Creek.

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

MOTION by Commissioner Farrell, seconded by Mr. Shaffer, that the Board approve a change to the Pennsylvania functional classification system to add sections of Main Street and Taylor Alley and the new French Creek Parkway, in Phoenixville, Chester County, to the Pennsylvania Federal Functional Classification System.

8. Resolution to Apply to Pennsylvania Infrastructure Investment Authority (PENNVEST) for Tree Planting Project in Urbanized Areas of the Suburbs

Patty Elkis, DVRPC Associate Director, Planning Division, Comprehensive Planning Unit, 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 grants and long-term loans through a revolving loan fund to eligible entities. Typically, DVRPC reviews PENNVEST applications for consistency with our long-range plan. This time, DVRPC is partnering with the Pennsylvania Horticultural Society (PHS) to apply for a \$2.73 million grant from PENNVEST to plant 3,355 trees in seven municipalities in Bucks, Delaware and Montgomery counties. A “Resolution to Apply” following PENNVEST’s format must be sent to PENNVEST as part of the application.

The project entitled *DVRPC/PHS Tree Planting in Urbanized Areas of Suburbs* proposes to plant a total of 3,355 trees in seven municipalities: New Hope Borough (243 trees) and Warminster Township (300 trees) in Bucks County; Norristown Borough, East Norriton Township and West Norriton Township in Montgomery County (2,012 trees in the Norristown area); and City of Chester (500 trees) and Millbourne Borough (300 trees) in Delaware County. The types of planting areas include streetscapes, parks, schools and other public properties such as municipal halls and libraries, and riparian areas. These trees will provide shade and energy savings, improve the air quality, manage stormwater runoff and reduce combined sewer overflows, protect streambanks and improve water quality, and revitalize commercial and residential neighborhoods. Overall, the planting of these 3355 trees will bolster economic development, improve the environment, and enhance quality of life.

The project is designed as a partnership between DVRPC and PHS, and the application is for a grant, not a loan. If awarded the grant by PENNVEST, DVRPC will subcontract with PHS to manage the plantings and the two year establishment period for the new trees. As the applicant, DVRPC will oversee PHS and will receive \$75,000 for project management and administrative costs associated with the grant administration.

Ms. Cutler strongly recommended that a long-term maintenance agreement be negotiated for this program.

Ms. Elkis responded that the Horticultural Society has tree tenders who care for trees throughout their communities and the trees are often planted in these areas.

Mr. Seymour added that each community could identify what their process would be to maintain these trees.

Commissioner Farrell inquired if the trees planted would be of different varieties.

Ms. Elkis responded the trees would be of different varieties.

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

MOTION by Mr. Payne, seconded by Ms. Cutler, that the Board adopts Resolution No. B-FY11-006 (copy attached) for the DVRPC to apply to the Pennsylvania Infrastructure Investment Authority (PENNVEST) for the Tree Planting Project in Urbanized Areas of the Suburbs.

9. One Minute Reports

Board Members and Alternates were invited to report activities within their counties/agencies.

Kevin Gallagher, Pennsylvania Department of Environmental Protection, reported that reimbursement grants, such as recycling, have been held up, however, if a municipality in Pennsylvania needs to know where they stand, Mr. Gallagher can examine the list.

Byron Comati, SEPTA, reported that ridership among the transit modes is up 6 to 7% and regional rail is up 1%.

Barbara Holcomb, Delaware River Port Authority (DRPA), reported that DRPA has submitted the 2012/2015 TIP projects on time.

Sandra Brillhart, Federal Highway Administration, New Jersey Division, announced two training opportunities for FHWA. The first is a Work Safety Zone Training for county and municipal employees to be held at the Gloucester County Department of Public Works in Clayton, NJ. The second, Dynamic Traffic Assignment, will be held at DVRPC on June 21, 2011.

Andrew Paris, Pennsylvania Governor's Policy & Planning Office, reported that the Governor's Transportation Funding Advisory Commission is continuing its work in considering many options in terms of modernization of existing operations and protocol and new options for transportation funding streams. A report is due to be issued by August 30, 2011.

David Kuhn, New Jersey Department of Transportation, reported that the New Jersey TIP and the Statewide Transportation Program is now out for public comment.

Commissioner Terence Farrell, Chester County, reported that the Greater Valley Forge Transportation Management Association awarded Chester County a leadership award for their role in the Chester Valley Trail.

Leah Arter, Burlington County, reported that the Burlington County Bridge Commission had dedicated approximately \$3 million to the County budget for repairs to roads connecting bridges. Ms. Arter also commented on the new community built Fullerton Park on Main Street in Burlington County.

Carol Thomas, Burlington County, reported that \$1 million has been secured for two projects, one of which is traffic safety preemption.

Rina Cutler, City of Philadelphia, reported on three items as follows: (1) the first porous street in Philadelphia was recently opened; (2) Delaware River Waterfront Corporation has opened the Race Street Pier; and (3) the City has begun its pilot program for two new bicycle lanes (10th and 13th Streets) and a public safety information campaign entitled *Give Respect, Get Respect*.

Aissia Richardson, RCC Chair, reported her comments and timeline of activities between May 2010 and May 2011 of the activities at the RCC meetings (attached as part of these minutes).

10. Nominating Committee Report: Proposed Candidates for Fiscal Year 2012 DVRPC Board Officers

The Nominating Committee announced the candidates for DVRPC Board Chair, Vice Chair, Secretary, and Treasurer for Fiscal Year 2012 (July 1, 2011 through June 30, 2012) as follows:

Chair: Louis Cappelli, Freeholder, Camden County
Vice Chair: Andrew Paris, Pennsylvania Governor's Policy & Planning Office
Secretary: Diane Ellis-Marseglia, Commissioner, Bucks County
Treasurer – Brian Hughes/Donna Lewis, Mercer County

11. Committee Reports

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

- (1) Planning Coordinating Committee/Regional Transportation Committee;
- (2) Regional Citizens Committee; (3) Board Policy Analysis Committee;
- (4) Regional Safety Task Force; and (5) Transportation Operations Task Force.

OLD BUSINESS

Mr. Seymour reported on the survey sent to Board members and alternates with reference to paper distribution. Five options were given as to how members and alternates would like to receive the material for board meetings. Thirty-one Board members responded and showed that most members would like to move from the existing structure. One popular alternative was to email the information and then provide a folder at the meeting. This would eliminate mailing the packet and then having it distributed again at the meeting.

NEW BUSINESS

No new business was stated.

There being no further business, the meeting was adjourned at 11:51 p.m.

Attachments:

- (1) PCC/RTC Recommendations for May 26, 2011
- (2) RCC Recommendations for May 26, 2011
- (3) Resolution No. B-FY11-006
- (4) Letter from Paul Iverson, PA-TEC
- (5) Comments from Thomas McHugh, Wyncote, Montgomery County, PA
- (6) Comments and timeline from Aissia Richardson, RCC Chair

Additional Documents Distributed to the Board:

- (1) Alert, May 2011

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