

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

BOARD COMMITTEE

Minutes of Meeting of January 24, 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

Sonia Frontera

Pennsylvania Governor's Appointee

David Mandelbaum

Pennsylvania Governor's Policy Office

Joanne R. Denworth

Pennsylvania Department of Transportation

James Ritzman

Bucks County

Lynn Bush

Chester County

Carol Aichele
Ronald T. Bailey

Delaware County

John Pickett

Montgomery County

Joseph M. Hoeffel
James W. Maza
Kenneth Hughes

Burlington County

Jerald R. Cureton, Esq.
Carol Ann Thomas

Camden County

Edward Fox

Gloucester County

Charles E. Romick

Mercer County

Donna Lewis

City of Chester

William Payne

City of Philadelphia

Gary Jastrzab

City of Camden

(not represented)

City of Trenton

Andrew Carten

Non-Voting Members

Federal Highway Administration New Jersey Division	(not represented)
Pennsylvania Division	(not represented)
U.S. Department of Housing and Urban Development, Region III	Elvis Solivan
U.S. Environmental Protection Agency, Region III	Megan Dougherty
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	William Purdie
Pennsylvania Department of Environmental Protection	Kevin Gallagher
Pennsylvania Department of Community and Economic Development	(not represented)
Regional Citizens Committee Chairman	Warren Strumpfer
<u>DVRPC Co-Counsel</u>	
Pennsylvania Co-Counsel	Timothy J. Carson
New Jersey Co-Counsel	Thomas Coleman

DVRPC Staff: Barry J. Seymour, Donald S. Shanis, Richard Bickel, Charles Dougherty, Elizabeth Schoonmaker, Patty Elkins, John Ward, Thomas McGovern, Candace Snyder, Roger Moog, Joseph Hacker, John Griffies, Reiner Pelzer, and Jean McKinney.

Guests

Pennsylvania Department of Transportation	James Mosca
New Jersey Department of Transportation	Brian Cuccia
Delaware River Port Authority	James McQuilkin
Delaware River Joint Toll Bridge Commission	Glenn Reibman
Philadelphia Industrial Development Corporation	Matt Howbia

Residents for Regional Traffic Solutions (RRTS)
DVRPC Regional Citizens Committee
PhillyCarShare

Sue Herman
John Boyle
Clayton Lane

Call to Order - Chair's Comments

Chair Jerald R. Cureton, Esq. called the meeting to order at 10:15 a.m.

Barry J. Seymour, Executive Director, introduced and welcomed the new Board representative from Montgomery County, Commissioner Joseph M. Hoeffel, and the Montgomery County Board alternate, James W. Maza. Mr. Seymour also announced that Mayor Michael Nutter, will be the new Board representative for the City of Philadelphia.

Public Comments on Non-Agenda Items

No public comments were stated.

1. Minutes of Meeting of December 6, 2007

On a **Motion** by Mr. Romick, seconded by Ms. Denworth, the minutes of the Board Meeting of December 6, 2007 were approved as distributed.

2. Transportation Improvement Program (TIP) Actions

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

a. PA07-71: PennDOT Year of Expenditure Adjustments for SAFETEA-LU Compliance

PennDOT has requested that DVRPC modify the FY2007-2010 TIP for Pennsylvania by applying a Year of Expenditure (YOE) multiplier to the TIP in order to bring the program into compliance with SAFETEA LU federal transportation legislation. Statewide planning regulations issued by the Federal Highway Administration contained a requirement that projects contained in the TIP be expressed in "Year of Expenditure" (YOE) dollars by December 11, 2007 in order to be SAFETEA LU compliant; project costs should account for revenue growth and inflation. FHWA worked closely with PennDOT to develop guidance on this process and agreed to establishing a 4% inflation factor that would be applied to current TIP projects. PennDOT's guidance to the statewide planning partners was distributed to the Board.

Projects expected to be expended in FY08 are considered to be in “base year” or current year of expenditure and FY08 costs do not need to be inflated.

Projects with costs in FY09 and FY10 and later required the inflation factor be applied to those costs.

A spreadsheet showing projects that have costs in FY09, FY10, or later that needed inflation factors applied were distributed to the Board. YOE inflation factors: for FY09, FY10, and Later Fiscal Years are as follows:

FFY 2009 – 1.0400 %
FFY 2010 – 1.0816 %
2nd 4 Yrs – 1.1248 %

Approval of this action will result in the DVRPC TIP being SAFETEA LU compliant.

Most of the individual project actions involved in the YOE exercise have minimal impact and would normally be processed as Administrative TIP Actions.

One formal action involving Item B-YOE-Highway spreadsheet includes a Deferral/Technical deletion of the construction phase of the Woodbourne Road at Langhorne-Yardley Road Intersection Improvement and Turning Lanes project (MPMS#13452), which would be deferred to Later Fiscal Years. There are right of way issues regarding this project, and final design is expected to be completed in late FY2011.

As a follow up to the year of expenditure adjustments for FY09, FY10, and LFY costs, District 6 also went through the program to determine which FY08 projects needed cost increases. Spreadsheets with projects that require FY08 cost increases or phases added or shifted to FY09 or FY10 were distributed to the Board as Items C-Cost increases-Highway and C-Cost Increases-Bridge. These projects require adjustments that are consistent with YOE inflation if project costs are pushed beyond FY08.

Financial constraint of the Year of Expenditure adjustments for FY09, FY10, and Later Fiscal Years will be maintained, bringing the DVRPC TIP into compliance with SAFETEA LU. Fiscal constraint charts B-YOE-Highway and B-YOE-Bridge provided by PENNDOT were distributed to the Board to show the adjustments taking place, and all projects listed contribute to fiscal constraint.

The TIP’s current conformity finding will not be impacted by this amendment as the projects involved in this action are exempt from air quality analysis, or have already been included in the regional air quality analysis.

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

MOTION by Ms. Aichele, seconded by Mr. Ritzman, that the Board approve TIP Action PA07-71 to bring the DVRPC TIP into compliance with the Year of Expenditure requirement for SAFETEA LU.

b. PA07-72a: PA 611, North Broad Street, Glenwood - Grange Street Corridor Improvements (MPMS #17652), Philadelphia

PennDOT has requested that DVRPC amend the FY2007-2010 TIP for Pennsylvania by adding a project back into the current TIP, PA 611, North Broad Street, Glenwood - Grange Street Corridor Improvements (MPMS #17652), and programming construction in FY08 and FY09. This project will provide for the upgrade of traffic signals at approximately 35 intersections along Broad Street between Somerset Street (near Lehigh Avenue) and Grange (near Stenton/Godfrey Avenues). This project was designed as part of a commitment to address I-95 traffic diversion. Signals will be replaced, interconnected, and tied via fiber optics to the City's Central Control Center and Traffic Shop. Medians and hand/man signs will also be included at selected intersections. This project ties into PA 611, Broad Street at I-95 Signal project (MPMS #17796) as well as planned work on Belfield Avenue and Stenton/Godfrey Avenues. This project is one of the top 5 safety locations as determined by FHWA and will be funded with Highway Safety Improvement Program (HSIP) funds. Construction needs for the combined Broad Street projects is less than anticipated and will be programmed in FY08 (\$100,000 HSIP) and FY09 (\$700,000 HSIP).

Financial constraint will be maintained by making adjustments to other existing TIP projects whose schedules or costs have changed and the TIP's current conformity finding will not be impacted.

c. PA07-72b: PA 41, Gap Newport Road at Old Baltimore Pike Intersection Improvement Project (MPMS #14613), Chester County

PennDOT has requested that DVRPC modify the FY2007-2010 TIP for Pennsylvania by adding a final design phase in FY08, for the PA 41, Gap Newport Road at Old Baltimore Pike Intersection Improvement Project (MPMS #14613). This project will realign intersection approaches to either form a "T" intersection and add left turn lanes on all approaches, or a round-about. Currently, utility is programmed in FY07 for \$50,000, and right of way is programmed in FY08 for 500,000. Final design will be programmed in FY08 (\$500,000 HSIP).

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

d. PA07-72c: Hares Hill Road over French Creek Bridge Rehabilitation Project (MPMS #13885), Chester County

PennDOT has requested that DVRPC modify the FY2007-2010 TIP for Pennsylvania by adding a preliminary engineering phase in FY08, to the Hares Hill Road over French Creek Bridge Rehabilitation Project (MPMS #13885). The bridge is listed on the National Register and is posted for weight restricted loads. The project includes determining an accurate weight capacity of the existing bridge and rehabilitating the structure which would improve the load bearing capacity without adversely affecting the historical integrity of the bridge. The bridge was built in 1869 and is a single span structure. It contains stone masonry abutments, an open grid deck, and is composed of wrought iron girder trusses with latticed webbing. Utility and right of way phases should be pushed out from FY07 to LFY (\$50,000 state and \$100,000 state, respectively). Preliminary engineering will be programmed in FY08 (\$50,000 State).

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

e. PA07-72d: Greenwood Avenue over SEPTA Mainline Commuter Rail Bridge Replacement project (MPMS #16197), Montgomery County

PennDOT has requested that DVRPC modify the FY2007-2010 TIP for Pennsylvania by adding a preliminary engineering phase in FY08, to the Hares Hill Road over French Creek Bridge Rehabilitation Project (MPMS #13885). The bridge is listed on the National Register and is posted for weight restricted loads. The project includes determining an accurate weight capacity of the existing bridge and rehabilitating the structure which would improve the load bearing capacity without adversely affecting the historical integrity of the bridge. The bridge was built in 1869 and is a single span structure. It contains stone masonry abutments, an open grid deck, and is composed of wrought iron girder trusses with latticed webbing. Utility and right of way phases should be pushed out from FY07 to LFY (\$50,000 state and \$100,000 state, respectively). Preliminary engineering will be programmed in FY08 (\$50,000 State).

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

f. PA07-74a: Old Baltimore Pike Bicycle/Pedestrian Facility (MPMS #62297), Chester County

PennDOT has requested that DVRPC modify the FY2007-2010 TIP for Pennsylvania by adding a construction phase in FY09, to the Old Baltimore Pike Bicycle/Pedestrian Facility (MPMS #62297) project. This project is intended to improve the service quality for bicycling on Old Baltimore Pike, a known bicycle commuter route for workers in the mushroom industry. This project will include shoulder delineation, installation of bike lanes, warning signage, and replacement of drainage grates. The project has an estimated let date of July 2008 and is ready to advance to construction. Currently, preliminary engineering is programmed in FY07 in the amount of \$20,000. Construction will be programmed in FY09 (\$414,000 CMAQ), acknowledging a toll credit match.

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

g. PA07-74b: MacDade Boulevard from Ashland Avenue to Cherry Street Signal Improvement Project (MPMS #64790), Delaware County

PennDOT has requested that DVRPC modify the FY2007-2010 TIP for Pennsylvania by adding a preliminary engineering phase in FY07 and FY08, to the MacDade Avenue from Ashland Avenue to Cherry Street Signal Improvement Project (MPMS #64790). Additionally, modifying the project description as a result of the project limits being changed from Oak Avenue to Springfield Road; to Ashland Avenue to Cherry Street. The project will include the replacement of existing solid state equipment with new state of the art controllers to allow for coordinated signalization and better traffic flow management. Fiber Optic interconnections will be installed overhead on utility poles, and ADA requirements will also be addressed. A total of 11 signalized intersections will be included in this project. These intersections include: McDade Boulevard & Ashland Avenue, McDade Boulevard & Cooke Avenue, McDade Boulevard & Oak Lane (S.R. 2015), McDade Boulevard & Lafayette Avenue, McDade Boulevard & Woodlawn Avenue, McDade Boulevard & Clifton Avenue (S.R. 2013), McDade Boulevard & Sharon Avenue, McDade Boulevard & Felton Avenue, McDade Boulevard & Jackson Avenue, McDade Boulevard & Roberta Avenue, and McDade Boulevard & Cherry Street. The new signal equipment will allow for coordinated signalization and improve traffic flow. Currently, final design is programmed in FY09 (\$200,000). Preliminary engineering will be programmed in FY07 (\$160,000 CMAQ), and FY08 (\$140,000 CMAQ).

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

h. PA07-74c: Susquehanna Road from Huntingdon Road to Tennis Avenue Bikeway Improvements (MPMS #62300), Montgomery County

PennDOT has requested that DVRPC amend the FY2007-2010 TIP for Pennsylvania by adding a project back into the TIP, Susquehanna Road from Huntingdon Road to Tennis Avenue Bikeway Improvements (MPMS # 62300), and programming construction in FY09. This project is intended to improve the service quality for bicycling on Susquehanna Road. The project will include shoulder delineation, widening and reconstruction; installation of bike lanes, warning signage; replacement of drainage grates; and replacement of open swales contiguous to roadway shoulders with subsurface drainage systems. The project is ready to advance to construction. Construction will be programmed in FY09 (\$450,000 CMAQ).

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

i. PA07-74d: Old Baltimore Pike Bicycle Facility (MPMS #62299), Delaware County

PennDOT has requested that DVRPC amend the FY2007-2010 TIP for Pennsylvania by adding a project back into the TIP, Old Baltimore Pike/Bicyclist's Baltimore Pike (MPMS # 62299), and programming construction in FY09. This project is intended to aid bicyclists in navigating an alternative route to the heavily traveled Baltimore Pike, and to improve the service quality for bicycling along this roughly parallel east-west alternative route. This project will include a bike route designation (including navigational signs), shoulder delineation, widening and reconstruction; installation of bike lanes, warning signage; replacement of drainage grates; and replacement of open swales contiguous to roadway shoulders with subsurface drainage systems. The project is ready to advance to construction. Construction will be programmed in FY09 (\$386,000 CMAQ), acknowledging a toll credit match.

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

Favorable recommendation was received from the PCC/RTC that the Board approve TIP Actions PA07-72a, PA07-72b, PA07-72c, PA07-72d, PA07-74a, PA07-74b, PA07-74c, and PA07-74d.

The RCC also recommended approval of all TIP Actions, however, noted the following.

PA07-72a: The RCC recommends that there should be pedestrian signals with countdown timers at every intersection along Broad Street.

PA07-72d: The RCC asks that the DVRPC Board formally requests that PennDOT add bicycle lanes and pedestrian access to this bridge replacement project.

PA07-74c and PA07-74d: The RCC requests a more complete project description.

Mr. Seymour responded with reference to TIP Action PA07-72d (Greenwood Avenue) that a second sidewalk has been added and their recommendation for bicycle lanes will be forwarded to PennDOT for their consideration.

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

MOTION by Ms. Denworth, seconded by Mr. Pickett that the Board adopt the following TIP Actions:

- (1) TIP Action PA07-72a, PennDOT's request to amend the TIP by adding a project back into the current TIP, PA 611, North Broad Street, Glenwood - Grange Street Corridor Improvements (MPMS #17652), and programming construction in FY08 (\$100,000 HSIP) and FY09 (\$700,000 HSIP).
- (2) TIP Action PA07-72b, PennDOT's request to modify the TIP by adding a final design phase in FY08, for the PA 41, Gap Newport Road at Old Baltimore Pike Intersection Improvement Project (MPMS #14613), and programming final design in FY08 (\$500,000 HSIP).
- (3) TIP Action PA07-72c, PennDOT's request to modify the TIP by adding a preliminary engineering phase to the, Hares Hill Road over French Creek Bridge Rehabilitation Project (MPMS #13885), and programming in FY08 (\$50,000 State) and shifting utility and right of way phases out to later fiscal years.
- (4) TIP Action PA07-72d, PennDOT's request to modify the TIP by adding a final design phase to the Greenwood Avenue over SEPTA

Mainline Commuter Rail Bridge Replacement Project (MPMS #16197) and programming in FY08 (\$840,000 Bridge/\$210,00 State).

- (5) TIP Action PA07-74a, PennDOT's request to modify the TIP by adding a construction phase in FY09, to the Old Baltimore Pike Bicycle/Pedestrian Facility (MPMS #62297) project. Construction will be programmed in FY09 (\$414,000 CMAQ), acknowledging a toll credit match.
- (6) TIP Action PA07-74b, PennDOT's request to modify the TIP by adding a preliminary engineering phase in FY07 and FY08, to the MacDade Avenue from Ashland Avenue to Cherry Street Signal Improvement Project (MPMS #64790). Additionally, modifying the project description as a result of the project limits being changed from Oak Avenue to Springfield Road; to Ashland Avenue to Cherry Street. Preliminary engineering will be programmed in FY07 (\$160,000 CMAQ), and FY08 (\$140,000 CMAQ).
- (7) TIP Action PA07-74c, PennDOT's request to amend the TIP by adding a project back into the TIP, Susquehanna Road from Huntingdon Road to Tennis Avenue Bikeway Improvements (MPMS # 62300), and programming construction in FY09 (\$450,000 CMAQ).
- (8) TIP Action PA07-74d, PennDOT's request to amend the TIP by adding a project back into the TIP, Old Baltimore Pike/Bicyclist's Baltimore Pike (MPMS # 62299), and programming construction in FY09 (\$386,000 CMAQ), acknowledging a toll credit match.

j. PA07-75a: Food Distribution Center Cross-dock Facility (MPMS #68068), Philadelphia

PennDOT has requested that DVRPC amend the FY2007-2010 TIP for Pennsylvania by deleting the Food Distribution Center Cross-Dock Facility Project (MPMS #68068), from the current TIP by removing the FY07 construction phase (\$200,000 CMAQ). The goal of this project was to eliminate long distance truck trips from interstate highways and local Philadelphia streets by converting trips to rail containers using a newly constructed dock built especially to accommodate frozen or refrigerated goods. This project was awarded \$200,000 in CMAQ funds as part of the 2002 DVRPC Competitive CMAQ Program, and a local match of \$643,000 was to be provided by the project's sponsors, Brooks Provisions Inc. in partnership with the Food Distribution Center. The project sponsor does not wish to move forward with the project due to higher expense determined necessary for construction.

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

k. PA07-75b: Packer Avenue Marine Terminal Gate Enhancement (MPMS #68070), Philadelphia

PennDOT has requested that DVRPC amend the FY2007-2010 TIP for Pennsylvania by deleting the Packer Avenue Marine Terminal Gate Enhancement Project (MPMS #68070), from the current TIP by removing the FY07 construction phase (\$420,000 CMAQ). The goal of this project was to modernize the current gate structure, and purchase and install software and hardware to automate the gate process for trucks at the Packer Avenue Marine Terminal. This project was awarded \$420,000 in CMAQ funds as part of the 2002 DVRPC Competitive CMAQ Program, and a local match of \$105,000 was to be provided by the project's sponsor, the Philadelphia Regional Port Authority. The project is not expected to advance for several more years since the configuration and a still to-be-determined location of the new gate will change. The sponsor hopes to be able to re-visit the CMAQ Competitive Program at a future date, but has agreed to drop the project.

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

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. Jastrzab, that the Board adopt the following TIP Actions:

- (1) TIP Action PA07-75a, PennDOT's request to amend the TIP by deleting the Food Distribution Center Cross-Dock Facility Project (MPMS #68068), from the current TIP by removing the FY07 construction phase (\$200,000 CMAQ).
- (2) TIP Action PA07-75b, PennDOT's request to amend the TIP by deleting the Packer Avenue Marine Terminal Gate Enhancement Project (MPMS #68070), from the current TIP by removing the FY07 construction phase (\$420,000 CMAQ).

3. Adoption of the DVRPC Fiscal year 2009 Planning Work Program

John Griffies, DVRPC Contracts Manager, explained to the Board that the Fiscal Year 2009 Unified Planning Work Program (UPWP) 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.

Public comments were received, reviewed by staff and incorporated into the PWP where appropriate.

Mr. Seymour pointed out some of the comments and recommendations (distributed to the Board) as follows:

A staff recommendation to combine three program areas into two which relate to transit, non-motorized travel, and human services planning. The two projects are now entitled: *Regional Transit Planning Program* and *Non-Motorized Transportation and Human Services Planning Program*.

Comments received from PennDOT relating to specific administration actions regarding funding tables and providing additional detailed information.

Comments and DVRPC responses to NJDOT.

James Ritzman, PennDOT, and David Kuhn, NJDOT, commented that they are confident that all DVRPC responses will be acceptable.

To support certain projects the Board has selected for the DVRPC FY2009 UPWP, the following TIP Actions (chart distributed to the Board) will need to be made to the FY08 TIP for New Jersey and FY07 TIP for Pennsylvania. The source of funds for projects in New Jersey will be the DVRPC Local Scoping Line Item (DB#X80B). The source of funds for projects in Pennsylvania will be obtained by making adjustments to other existing TIP projects whose schedules or costs have changed.

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

MOTION by Ms. Lewis, seconded by Mr. Carten, that the Board adopt the FY 2009 DVRPC Unified Planning Work Program and authorize the Executive Director to submit applications and documentation as may be required to fund the program and enter into, negotiate and execute all required contracts and agreements by passing Resolution No. B-FY08-001 (copy attached). Further, approve the actions to amend or modify the FY 2008 TIP for New Jersey (NJ08-03) and the FY 2007 TIP for Pennsylvania (PA07-76) as required.

4. **Adoption of the DVRPC Public participation Plan: A Strategy for Citizen Involvement**

Candace Snyder, DVRPC Director, Office of Communications and Public Affairs, explained to the Board that DVRPC has a long history of public involvement in its plans and programs, beginning in the 1970s when federal mandates outlined the basics of citizen involvement. In 2001, the DVRPC Board adopted a Public

Participation Plan, which was designed for DVRPC's Board, staff and the general public as an outline of the Commission's overall strategy for public participation; it also included the policies that were adopted as inherent to the operation of this agency into the twenty-first century. Updated in 2004, the Public Participation Plan now includes a public disclosure policy and an Environmental Justice Protocol.

To ensure compliance with current federal transportation legislation, specifically the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), an updated DVRPC Public Participation Plan was drafted and released for a 45-day public comment period on November 16, 2007. The comment period ended on January 2, 2008. This comment period included public notification to approximately 2500 citizens, business leaders, governments and organizations; documentation in regional libraries; legal notices; media outreach; and placement on the Commission's Website. In addition, DVRPC staff worked with the Federal Highway Administration (FHWA) and the Regional Citizens Committee (RCC) prior to release of the Draft Plan to develop appropriate language for the document.

No formal comments were received during the public comment period. Staff is recommending that the Board adopt the Public Participation Plan as presented.

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 adopt the DVRPC *Public Participation Plan: A Strategy for Citizen Involvement*.

5. Approval of the DVRPC Project Rankings for the Pennsylvania Portion of the SFY 2008/FFY 2009 Airport Capital Improvement Program (ACIP)

Reiner Pelzer, DVRPC Senior Aviation Planner, explained to the Board that in 2003 the PENNDOT Bureau of Aviation (BOA) asked DVRPC to create a regional four year ACIP in the same form BOA produces for the FAA annually. The intent is to let regional input be part of the deliberation and decision making process for selecting statewide airport development projects. After a successful pilot period, PennDOT has requested an official ACIP from DVRPC for their project selection process every year since. This year PennDOT requested a SFY2008 fiscally constrained project rating table..

In preparation of this document, the DVRPC role includes facilitating planning meetings with each DVRPC Pennsylvania System Plan airport sponsor; and conducting a ranking process under federal, state, and regional guidelines. The recommended list of proposed SFY 2008/ FFY 2009 airport projects was presented to the Board for approval before submittal to the PennDOT BOA in February 2008.

Up to twenty five percent of the total state, federal apportionment and federal discretionary monies is requested to be allocated to projects in the DVRPC region, based on aviation activity in the DVRPC region and negotiations with PENNDOT. Hence, the project ranking is necessary to insure appropriate and fair funding distribution within the region and also to demonstrate to PennDOT, BOA and the Federal Aviation Administration, regional funding needs.

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. Pickett, that the Board approve the DVRPC recommended Project Rankings for the Pennsylvania Portion of the SFY 2008/FFY 2009 Airport Capital Improvement Program (ACIP).

6. Pennsylvania Infrastructure Investment Authority (PENNVEST) Funding Requests in Chester and Delaware counties

Patty Elkis, DVRPC Associate Director, Comprehensive Planning, 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 two applications to DVRPC for review for consistency with the regional plan as follows:

a. Chester County

- *Malvern Hill Associates* - Malvern Hill Associates, a Pennsylvania Limited Partnership, has applied for an \$11 million PENNVEST loan for the daylighting and subsequent construction of an approximately 1,000 lineal foot section of Little Valley Creek currently culverted under an asphalt paving field at the former Worthington Steel manufacturing facility in East Whiteland Township. The creek daylighting will provide positive water quality impacts post-construction to this Exceptional Value designated stream, and the project includes stormwater management Best Management Practices such as rain gardens and bio-retention areas. The project is part of a large, 1.8 million square foot mixed-use redevelopment project that includes about 753 residential units, 745,000 SF of high-end, "lifestyle" retail, 285,00 SF offices, and 150 hotel rooms. The site is approximately 100 acres, with approximately 30 acres of open space (including the re-created stream channel with vegetated buffers), and is bordered by the Chester Valley Trail.

This project, Malvern Hill Associates, is located in a 2030 Plan designated Growth Center - Great Valley, and is consistent with the 2030 policies to: (1) rebuild abandoned brownfield sites into thriving mixed-use areas; (2) improve the surface water quality of all watersheds through the achievement of target water quality goals; and (3) promote well-planned and environmentally responsible development and redevelopment of neighborhoods and communities.

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

MOTION by Ms. Aichele, seconded by Mr. Jastrzab, that the Board authorize the Executive Director to send letter notifying PENNVEST that the application from Malvern Hill Associates in Chester County is consistent with Destination 2030 Plan.

b. Delaware County

- *Aqua Pennsylvania, Inc.* - Aqua Pennsylvania has requested a PENNVEST loan for \$1.924 million to improve the water filtration system at the Crum Creek Water Treatment Facility. The Crum Plant serves water in 8 first class townships, 1 second class township and 19 boroughs, providing water for about 20% of Aqua Pennsylvania's Main System serving 1 million people. The Crum Water Treatment Plant has a permitted capacity of 20 million gallons per day (mgd), and on average produces 18 to 19 mgd. The site has been utilized since the 1890s for producing potable water, and has undergone numerous upgrades since originally constructed. The proposed improvements under this PennVest application include the installation of air scour equipment on all 24 of the plant filters to ensure a continued, safe, reliable supply of drinking water. The improvements will correct numerous problems at the treatment plant related to the filtering of the water, and the air scour equipment will be installed in existing buildings at the water treatment plant.

This project, Aqua Pennsylvania Crum Creek Water Treatment Plant Improvements, is consistent with the 2030 Plan policies to: (1) curtail Sprawl through reinvestment in the region's existing developed areas as a means to focus continuing suburban growth; and (2) restore and maintain existing infrastructure systems, services and capacity to support existing development as well as attract new population and employment growth.

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

MOTION by Mr. Pickett, seconded by Mr. Payne, that the Board authorize the Executive Director to send letter notifying PENNVEST that the application request from Aqua Pennsylvania, Inc. in Delaware County is consistent with Destination 2030 Plan.

7. PhillyCarShare Project Update

Clayton Lane, Co-Founder and Deputy Executive Director of PhillyCarShare, presented to the Board an update of the PhillyCarShare Program. Mr. Lane explained how dollars have been invested, the markets currently served, and progress on environmental goals.

Originally, a CMAQ-funded project which served as a two-year pilot program, PhillyCarShare became financially solvent. The program had 2000 members in its infancy and its goal for the year 2008 was 15,000 participants; serving all five Southeastern Pennsylvania counties. The program now boasts 35,000 members and is the largest locally run car share program in the world. Vehicle ownership has been reduced which resulted in 90% reduced emissions and 26 million fewer vehicle miles traveled. Approximately 1.6 million gallons of gas have been saved since the program's inception.

Mr. Lane added that strategies were pursued to make it convenient to join PhillyCarShare which included free membership, expansion of eligibility, an on-line orientation program, a debit billing system, additional car share locations, variety of types of vehicles, and independent key access. Also, the program has coordinated a partnership with SEPTA at over 40 stations. If a rider is using a PhillyCarShare vehicle at one of these stations the rail service is free.

In central Philadelphia 20% of adults are members and the program has begun to move into the suburbs. PhillyCarShare has provided convenience and affordability for its members and now utilizes a fleet that is more than half hybrid vehicles.

8. Regional Citizens Committee (RCC) Report

Warren Strumpfer reported the activities from the January 15, 2008 RCC Meeting.

Mr. Strumpfer commented on the RCC's appreciation concerning DVRPC's timely response to their request of adding an addendum with additional information to the Bucks County Traffic Study.

Mr. Strumpfer commented that, in the past, the RCC had recommended bicycle and pedestrian lanes to be considered across the Scudders Falls Bridge (from Trenton into Bucks County). Recently, he has received a letter from a citizens group which also supports this recommendation. Mr. Strumpfer believes this project is now in

the design phase and questioned DVRPC as to what happens to the community requests and what weight do they carry in the decision-making process.

Mr. Seymour responded that DVRPC has recommended bicycle access as part of the project and will obtain the current status for the RCC.

Mr. Strumpfer expressed the RCC's appreciation to DVRPC for distributing copies of their report entitled: *Options for Filling the Regions Transportation Funding Gap* to the Pennsylvania and New Jersey Legislature.

9. Executive Director's Report

Mr. Seymour reported on the following:

a. On-line Survey - DVRPC Long Rang Plan

Mr. Seymour mentioned that DVRPC will be making available an on-line survey at www.dvrpc.org/connections for the Long Range Plan and encouraged all Board Members and alternates to participate.

b. First Suburbs Summit - December 7, 2007

Mr. Seymour attended the First Suburbs Summit. This event was unique in that local municipalities in Pennsylvania came together to organized, and identified speakers and topics for discussion. A similar event is hoped for New Jersey.

b. Traffic Club of Philadelphia 100th Annual Dinner - January 22, 2008

Mr. Seymour attended the Traffic Club's 100th Annual Dinner and announced that Ted Dahlburg, DVRPC Manager Freight Planning, was instrumental in coordinating the dinner. Mr. Dahlburg will also serve as the Traffic Club's President beginning April of 2008.

c. Faye Moore Reception - January 24, 2008

Mr. Seymour announced that Faye Moore will be leaving SEPTA on February 15, 2008. A reception in her honor will take place at the SEPTA building on January 24, 2008 from 4:30-6:00 p.m.

d. PATCO Open House - January 24, 2008

Mr. Seymour announced that PATCO is holding an Open House on January 24, 2008 to collect the public's thoughts on the Philadelphia Waterfront Transit Expansion Alternatives.

e. NARC National Conference of Regions - February 2-6, 2008

Mr. Seymour announced that the National Association of Regional Councils is holding its National Conference of Regions in Washington, DC from February 2-6, 2008.

f. UPenn Transit Studio - Visit to Toronto - March 13-15, 2008

Mr. Seymour reported that last month the Board approved a Work Program amendment for a William Penn Foundation grant supporting a Studio Class at the University of Pennsylvania to study Regional Transit. As part of the study, the class will be traveling to Toronto in March. Invitation letters have been distributed inviting individuals to travel with the class. Any Board members interested in participating should contact Mr. Seymour. The class will be invited to a future Board Meeting to present their findings.

g. Federal Reserve Bank Conference - March 26-28, 2008

The Federal Reserve Bank is holding a conference on reinventing older communities which focuses primarily on center cities, however, will also discuss older suburban boroughs and communities.

h. Philadelphia Leadership Exchange Visit to Atlanta

The Economy League of Greater Philadelphia is organizing a visit to Atlanta for three days to meet with regional officials to exchange experiences and ideas. All Board members are encouraged to attend. This event does conflict with the regular September Board meeting, however, if a number of Board members would like to participate in the visit to Atlanta, DVRPC would consider rescheduling the Board meeting.

i. Letter to Commissioner Kris Kolluri

A letter was sent to Commissioner Kolluri, New Jersey Department of Transportation (NJDOT), with reference to projects in our region identified as not progressing and to offer DVRPC's assistance to NJDOT to ensure that these projects move forward. A detailed response has been received from Commissioner Kolluri and DVRPC is pleased to see that many of the projects are moving forward.

j. National Surface Transportation Policy and Revenue Commission

Charles Dougherty, DVRPC Director of Technical Services, announced that on January 15, the National Surface Transportation Policy and Revenue commission released their final report to Congress as required by Section 1909 of SAFETEA-LU. The report, *Transportation for Tomorrow*, dated December 2007, is meant to serve as a "Call for Action" to develop a

comprehensive plan for a surface transportation system that will meet the nations needs 50 years into the future.

DVRPC has summarized the recommendations in the report into two parts: (1) Reforming Institutions and Programs; and (2) Paying the Bill.

The first set of recommendations includes ways to: (1) speed project delivery; concentrating Federal investment into ten programs, and establishing an independent commission to oversee the development of a national strategic plan and to recommend revenue source and funding adjustments to the ten programs, subject to congressional 2/3 veto or approval.

The second set of recommendations looks at: (1) immediate options for keeping the Highway Transportation Fund (HTF) solvent; (2) an eight-point plan for increasing Federal revenues through 2025, one of which is a five to eight cent increase in the fuel tax in each of the next five years, plus indexing to inflation; (3) removing barriers for increasing State and Local revenues over the next 20 years; (4) long-term Federal and State revenue options; and (5) changing the name of the HTF to the Surface Transportation Trust Fund (STTF).

Mr. Dougherty also added that Commissioners were not all in agreement on the recommendations in the report and insisted that it include both Supplementary and Minority Views. A number of areas of disagreement, included opposition to increases in the fuel tax; an unnecessarily large Federal role; an inappropriate definition of "need"; and independent governance commission; new federal restrictions on pricing and private investment; an inconsistency concerning earmarking; and, inappropriate recommendations on energy research and investment.

k. State Transportation Commission - Summary of the Public Hearing Testimony for the 2009 Twelve Year Transportation Program

Mr. Seymour pointed out to the Board the Summary of the Public Hearing Testimony for the 2009 Twelve Year Transportation Program (distributed to the Board). The summary reflects project requests or comments regarding the 2009 Twelve Year Program submitted at public hearings and through other written and electronic submissions to the State Transportation Commission during the summer of 2007.

11. Committee Reports

The following Committee Highlights were distributed to the Board for their review: (1) Planning Coordinating Committee/Regional Transportation Committee; (2) Delaware Valley goods Movement Task Force; and (3) Regional Aviation Committee.

12. One Minute Reports

No reports were stated.

OLD BUSINESS

No old business was stated.

NEW BUSINESS

No new business was stated.

There being no further business, the meeting was adjourned at 11:58 a.m.

Attachments:

- (1) PCC/RTC Recommendations to the Board for January 24, 2008
- (2) RCC Recommendations to the Board for January 24, 2008
- (3) Resolution No. B-FY08-001

Additional Documents Distributed to the Board:

- (1) *Alert*, January 2008
- (3) *TravelSmart*, January 2008

DVRPC fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. DVRPC's website may be translated into Spanish, Russian, and Traditional Chinese online by visiting www.dvrpc.org. Publications and other public documents can be made available in alternative languages or formats, if requested. For more information, please call (215) 238-2871.

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

EXECUTIVE COMMITTEE

Minutes of Meeting of January 24, 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

Guests

Bucks County
Delaware County
Montgomery County

Camden County

Gloucester County

Mercer County

City of Chester

City of Trenton

Representative

Joyce Paul
David A. Kuhn
Sonia Frontera
David Mandelbaum
Joanne R. Denworth
James Ritzman
Carol Aichele
Ronald T. Bailey
Jerald R. Cureton
Carol Ann Thomas
Gary Jastrzab
(not represented)

Lynn Bush
John Pickett
Joseph M. Hoeffel
James W. Maza
Kenneth Hughes
Edward Fox
Charles E. Romick
Donna Lewis
William Payne
Andrew Carten

Pennsylvania Department of Transportation	James Mosca
New Jersey Department of Transportation	Brian Cuccia
U.S. Department of Housing and Urban Development, Region III	Elvis Solivan
U.S. Environmental Protection Agency, Region III	Megan Dougherty
Federal Transit Administration, Region III	Keith Lynch
Southeastern Pennsylvania Transportation Authority	David Fogel
New Jersey Transit Corporation	Pippa Woods
Delaware River Port Authority	Linda Hayes James McQuilkin
New Jersey Department of Environmental Protection	William Purdie
Pennsylvania Department of Environmental Protection	Kevin Gallagher
Delaware River Joint Toll Bridge Commission	Glenn Reibman
Philadelphia Industrial Development Corporation	Matt Howbia
Residents for Regional Traffic Solutions (RRTS)	Sue Herman
DVRPC Regional Citizens Committee	Warren Strumpfer John Boyle
PhillyCarShare	Clayton Lane
<u>DVRPC Co-Counsel</u>	
Pennsylvania Co-Counsel	Timothy J. Carson
New Jersey Co-Counsel	Thomas Coleman

DVRPC Staff: Barry J. Seymour, Donald S. Shanis, Richard Bickel, Charles Dougherty, Elizabeth Schoonmaker, Patty Elkins, John Ward, Thomas McGovern, Candace Snyder, Roger Moog, Joseph Hacker, John Griffies, Reiner Pelzer, and Jean McKinney.

Call to Order

Chair Jerald R. Cureton, Esq. called the Executive Committee meeting to order at 11:58 a.m.

1. Minutes of Meeting of December 6, 2007

On a **motion** by Ms. Aichele, seconded by Mr. Mandelbaum, the minutes of the meeting of December 6, 2007 were approved as distributed.

2. Contract Authorization: Media Plan for Classic Towns of Greater Philadelphia

Karen Cilurso, DVRPC Senior Regional Planner, explained to the Executive Committee that with funding from the William Penn Foundation, DVRPC launched the *Strategies for Older Suburbs Initiative* in 2004 to stimulate and support reinvestment in the region's older suburbs and urban neighborhoods through multiple and varied efforts. As a part of the *Strategies* initiative, DVRPC worked with a team of marketing and branding professionals to develop a new community technical assistance program and branding campaign called *Classic Towns of Greater Philadelphia* (CTGP). The CTGP is a program designed to promote the region's older suburbs and urban neighborhoods as attractive places to live, work, shop and play.

The consultant will be expected to develop a media plan that outlines marketing and promotional opportunities to reinforce and enhance the brand of the CTGP program. The media plan should also include identifications, specific media to be used, timing and frequency of messaging, and cost effectiveness.

A consultant selection committee comprised of representatives from the Delaware Valley Regional Planning Commission was formed to evaluate the proposals and to recommend a final selection consistent with the scope of the RFP. The committee recommends approval to contract with the selected firm.

The funds for this contract are from a grant from the William Penn Foundation in the amount of \$35,000.

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

MOTION by Mr. Jastrzab, seconded by Mr. Mandelbaum that the Executive Committee authorize the Executive Director to enter into, negotiate and execute a contract with the selected firm to develop a media plan that outlines marketing and promotional opportunities to reinforce and enhance the brand of the CTGP Program. If such negotiations prove not to meet the financial requirements of the Commission, to proceed on to negotiations with the second ranked firm.

3. Contract Authorization: Public Awareness Campaign

Candace Snyder, DVRPC Director of Communications and Public Affairs, explained to the Executive Committee that in the fall of 2007, the Delaware Valley Regional Planning Commission (DVRPC) issued an RFP for a public awareness campaign that would achieve the following objectives:

1. Develop an integrated and measurable public awareness/public relations campaign that increases citizen knowledge of DVRPC's role in the region and of the Commission's various programs. This campaign will also include an outreach methodology that addresses the needs of underserved populations

(these populations include those experiencing economic, educational, geographic, physical, language or cultural barriers, preventing them from linking with traditional programs);

2. Create a message that links all of the Commission's programs and communicates that message to the citizens that we serve;
3. Assess DVRPC's online presence by examining our website's ease of navigation, scope of content, and consistency with public relations goals; and,
4. Develop strategies and measurable media campaigns to announce and launch DVRPC's major initiatives. This includes coordinated messaging and outreach to the general public and/or targeted audiences.

This project will include working with DVRPC's Board and staff on both the executive and project management levels to come to an understanding of what the Commission's message should be and where it should be directed.

A selection committee comprised of DVRPC staff members from the Public Affairs, Marketing, and Information Technology Departments was formed to evaluate the proposals received and to recommend a final selection consistent with the scope of the RFP. This committee recommends approval to contract with Taft and Partners of Princeton, NJ.

A total of \$62,120 is allocated for this contract from available funds from the FY 2008 DVRPC Planning Work Program.

Barry J. Seymour, Executive Director added that one challenge is clearly defining DVRPC in a mission statement. Because DVRPC is so diverse a core message is difficult to define.

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

MOTION by Ms. Denworth, seconded by Ms. Paul that the Executive Committee authorize the Executive Director to enter into, negotiate and execute a contract with Taft and Partners to conduct a public awareness campaign. If such negotiation should prove not to meet the requirements of the Commission, to proceed on to negotiations with the second ranked firm.

4. Draft DVRPC Fiscal Year 2009 Budget

The Draft DVRPC Fiscal year 2009 Budget was distributed to the Executive Committee for their review. Adoption of the budget will be requested at the regular February Executive Committee meeting.

Mr. Seymour stated that the DVRPC Fiscal Year 2009 Budget total is \$22,340,534 of which approximately \$5.6 million will be passed through in subcontracts to member governments, transit operating agencies, scoping contractors and Smart Transportation for Growing Suburbs grant recipients. The budget for DVRPC internal operations is \$16,682,196.

Staffing levels should remain consistent with FY 2008, with 115 full-time positions. A 4% pool for performance-based salary increases is included in the proposed FY 2009 Budget.

5. DVRPC FY 2008 Planning Work Program Second Quarter Report

The DVRPC FY 2008 Planning Work Program Second Quarter Report was distributed to the Executive Committee for the review.

OLD BUSINESS

No old business was stated.

NEW BUSINESS

No new business was stated.

There being no further business, the meeting was adjourned at 12:10 p.m.

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