

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

BOARD COMMITTEE

Minutes of Meeting of June 26, 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

Brian Cuccia

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
Kenneth Klothen

Pennsylvania Department of Transportation

James Ritzman

Bucks County

Lynn Bush

Chester County

Carol Aichele
Ronald Bailey

Delaware County

John E. Pickett

Montgomery County

Joseph M. Hoeffel

Burlington County

Jerald R. Cureton

Carol Ann Thomas

Camden County

Louis Cappelli, Jr., Esq.

Gloucester County

Charles E. Romick

Mercer County

Donna Lewis

City of Chester

(not represented)

City of Philadelphia

Rina Cutler

City of Camden

(not represented)

City of Trenton

Andrew Carten

Non-Voting Members

Federal Highway Administration New Jersey Division Pennsylvania Division	Jeanette Mar Matt Smoker
U.S. Department of Housing and Urban Development, Region III	Elvis Solivan
U.S. Environmental Protection Agency, Region III	(not represented)
U.S. Environmental Protection Agency, Region II	(not represented)
New Jersey Office of Smart Growth	(not represented)
Federal Transit Administration, Region III	Keith Lynch
Southeastern Pennsylvania Transportation Authority	David Fogel
New Jersey Transit Corporation	James Schwarzwaldner
Port Authority Transit Corporation	Cheryl Spicer
Delaware River Port Authority	Linda Hayes
New Jersey Department of Environmental Protection	(not represented)
Pennsylvania Department of Environmental Protection	Kevin Gallagher
Pennsylvania Department of Community and Economic Development	(not represented)
Regional Citizens Committee Chairman	Warren Strumpfer
<u>DVRPC Co-Counsel</u> Pennsylvania Co-Counsel New Jersey Co-Counsel	Gregory J. Moll, Esq. Thomas J. Coleman, Esq.

DVRPC Staff: Barry J. Seymour, Donald S. Shanis, Charles Dougherty, Elizabeth Schoonmaker, Sean Greene, Michael Boyer, Joseph Hacker, Mary Bell, Thomas Walker, Chris Linn, Phyllis Robinson, and Jean McKinney.

Guests

Pennsylvania Department of Transportation	James Mosca Charles Davies Linda Guarini (Dist. 6)
New Jersey Department of Transportation	Howard Immordino
Bucks County	Diane Ellis-Marseglia
Chester County	Natasha Goguts
Montgomery County	Leo Bagley

Cross County Connection TMA
Transportation Management Association of
Chester County

William Ragozine
Michael E. Herron
Mark Cassel
Derrick Stokes
Steve Moore
Tom Sklow
Terry Woodman
Glenn Reibman

Delaware River Joint Toll Bridge Commission

Call to Order - Chair's Comments

Chair Jerald R. Cureton called the meeting to order at 10:12 a.m.

Public Comments on Non-Agenda Items

No public comments were stated.

1. Minutes of Meeting of May 22, 2008

On a **Motion** by Ms. Aichele, seconded by Mr. Kuhn, the minutes of the Board Meeting of May 22, 2008 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. NJ08-07a: Jacksonville-Jobstown Road, Bridge over Branch of the Assicunk Creek (MPMS #D0805), Burlington County

DVRPC has requested to amend the FY2008-2011 TIP for New Jersey by adding Jacksonville-Jobstown Road Bridge over branch of the Assicunk Creek (DB #D0805) to the FY2008 TIP and programming \$1.065 million for final design and construction. Financial constraint of the FY 2008 program will be demonstrated by shifting available funding from the Local Scoping Line Item (DB# X80B), and the Van Dyke Road and Greenwood Avenue Bridges over Trenton Branch (DB# 99315), as this project is not ready to advance to construction this fiscal year and is fully funded for construction in the FY2009 TIP.

During the 2005 Bridge Re-evaluation surveys, this bridge was identified as structurally deficient. The bridge is in need of deck replacement and superstructure rehabilitation. The scoping phase of this project has been completed locally and the project is now ready to advance to final design. Construction is already fully programmed in the FY2009 TIP for NJ.

Final design will be programmed in FY08 (\$215,000 STP-STU), and construction

will be programmed in FY10 (\$850,000 STP-STU).

Financial constraint will be maintained using available funds from the Local Scoping Line Item (DB #X80B) and projects whose schedules have slipped.

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. NJ08-07b: Bispham Street Bridge over Rancocas Creek (MPMS #D0806), Burlington County

DVRPC has requested to amend the FY2008-2011 TIP for New Jersey by adding Bispham Street Bridge over Rancocas Creek (DB# D0805) to the FY2008 TIP and programming \$940,000 for final design and construction. To demonstrate constraint of the FY2008 TIP, funds will be shifted from available funding from the Local Scoping Line Item (DB# X80B), Future Projects Line Item (DB #D026), Gloucester County Resurfacing (DB #9806), and the Van Dyke Road and Greenwood Avenue Bridges over Trenton Branch (DB# 99315), as this project is not ready to advance to construction. The Bispham Street Bridge project is already fully programmed for construction in the FY2009 TIP.

During the 2005 Bridge Re-evaluation surveys, this bridge was identified as structurally deficient. The bridge is in need of deck replacement and superstructure rehabilitation. The scoping phase of this project has been completed locally and the project is now ready to advance to final design.

Final design will be programmed in FY08 (\$140,000 STP-STU), and construction will be programmed in FY10 (\$800,000 STP-STU).

Financial constraint will be maintained using available funds from the Local Scoping Line Item (DB #X80B) and projects whose schedules have slipped.

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 Planning Coordinating Committee/Regional Transportation Committee (PCC/RTC) and the Regional Citizens Committee (RCC), that the Board approve NJ08-07a and NJ08-07b, the Board unanimously adopted the following **motion**:

MOTION by Ms. Kuhn, seconded by Ms. Aichele that the Board approve the

following TIP actions:

- (1) TIP Action NJ08-07a - DVRPC's request to amend the FY2008-2011 TIP for New Jersey by adding Jacksonville-Jobstown Road Bridge over branch of the Assicunk Creek (DB #D0805) to the FY2008 TIP for final design in FY08 (\$215,000 STP-STU) and construction in FY10 (\$850,000 STP-STU); and
- (2) TIP Action NJ08-07b - DVRPC's request to amend the FY2008-2011 TIP for New Jersey by adding Bispham Street Bridge over Rancocas Creek (DB #D0806) to the FY08 TIP and programming final design in FY08 (\$140,000 STP-STU) and construction in FY10 (\$800,000 STP-STU).

3. Destination 2030 Long-Range Plan Amendments

Michael Boyer, DVRPC Manager, Office of Long Range Planning and Congestion Management, explained to the Board that amendments to the plan should demonstrate consistency with the policy recommendations in the transportation element, as well as applicable sections of the land use element. A table was distributed to the Board showing the comments on the consistency of the amendments with each of several plan components:

Analysis of Consistency between Plan Amendments and Plan Policies

Consistency with the Land Use Vision and Goals. The plan encourages growth to occur within the Existing Development or Future Growth Areas. These areas are described in the *Destination 2030* Long Range Plan. Transportation projects should not encourage growth outside these limits.

Centers Served. The plan's land use element encourages actions which sustain or enhance the viability of various types of centers. These centers, located throughout the region, provide a focus of governmental, employment or commercial activity. The plan also places an emphasis on redeveloping older communities, specifically the regions's Core Cities and Developed Communities.

Traffic Congestion Relief. Traffic congestion relief is a basic objective of the plan. The regional Congestion Management Process (CMP) identifies congested corridors in the region as well as appropriate strategies to combat congestion. Although new highway capacity is sometimes the only appropriate response, preferable methods include those which provide for more non-auto options, reduction in travel demand, and making the most efficient use of the existing transportation system.

Mobility Enhancement. The plan seeks to enhance personal mobility by

improving the access to and efficiency of the region's transportation network. Further, it should ensure the safety and security of all of the system's users.

Air Quality Impacts. The plan supports compliance with the Clean Air Act. This objective means that the plan must meet the tests for conformity with applicable air quality plans. Beyond that, projects which reduce highway travel or emissions should be favored.

Fiscal Constraint. The transportation investments included in the long-range plan cannot exceed the revenues that have been forecast over the life of the plan. Further, the long-range plan has appropriated funding to specific highway and transit funding categories and the projects contained within each category should not exceed the appropriated amount for that category over the life of the plan.

Other Policies. The plan cites other policies, some of which might bear on specific projects.

Public Comment Process:

DVRPC held a 30-day public comment period, from May 16, 2008 to June 20, 2008, to receive public comments on the proposed Plan amendments. Also, two public meetings were held, where DVRPC staff was available to answer any questions or receive comments in person.

Board action is being requested for the following two amendments:

a. Route 322 Mullica Hill Bypass, Gloucester County

This project involves construction of a bypass route for US 322 on a new alignment around Mullica Hill in Harrison Township, Gloucester County, in order to help relieve congestion through the village of Mullica Hill.

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

MOTION Mr. Romick, seconded by Mr. Cuccia, that the Board amend the *Destination 2030* Plan to include the Route 322 Mullica Hill Bypass by passing Resolution No. B-FY08-006 (copy attached).

b. Route 70 (Route 38 to Route 73), Burlington and Camden Counties

NJ DOT recently completed a concept development study of Route 70 between Route 38 and Route 73 that recommended operational improvements at the failing intersections and possible widening of the existing four-lane mainline sections (approximately 3.4 miles) along the facility to six lanes. The total cost of the project is estimated at \$155 million, and its completion is scheduled between 2011 and 2020.

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

MOTION by Mr. Cappelli, seconded by Ms. Cutler, that the Board amend the *Destination 2030* Plan to include Route 70 (Route 38 to Route 73) operational and safety improvements with the possibility of widening certain sections, conditioned upon the completion of a Smart Transportation study by passing Resolution No. B-FY08-007 (copy attached).

4. Adoption of Conformity Determination of the FY 2009 TIP's for New Jersey and for Pennsylvania and the *Destination 2030* Long Range Plan

Sean Greene, DVRPC Transportation Planner, explained to the Board that the Transportation conformity is a process established by the Clean Air Act to ensure that federal transportation projects and transportation investment activities are consistent with ("conform to") state commitments for meeting air quality goals. DVRPC has performed a regional emissions analysis to determine transportation conformity of the FY 2009 Pennsylvania and New Jersey TIPs and the *Destination 2030* Long Range Plan.

In May 2008, the DVRPC opened a minimum 30-day public comment period to receive comment on the draft conformity finding of the FY 2009 Pennsylvania TIP, FY 2009 New Jersey TIP, and the *Destination 2030* Long Range Plan. This conformity finding covers:

- Ozone (the entire DVRPC planning area);
- PM_{2.5} (the Philadelphia-Wilmington, PA-NJ-DE PM_{2.5} Non-attainment Area); and,
- PM_{2.5} (the DVRPC portion of the New York-Northern New Jersey-Long Island, NY-NJ-CT PM_{2.5} Non-attainment Area).

DVRPC held a public comment period from May 16, 2008 to June 20, 2008, and has hosted two public meetings.

Favorable recommendation was received from the PCC/RTC to adopt the Conformity Determination.

The RCC also recommended approval, however, would encourage DVRPC to exceed the federal air quality standards and add a human health component for our

children's future.

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

MOTION by Ms. Aichele, seconded by Ms. Denworth, that the Board adopt the conformity finding of the FY 2009 DVRPC TIPs for Pennsylvania and for New Jersey and the *Destination 2030* Long Range Plan by approving Resolution No. B-FY08-008 (copy attached).

5. Adoption of the DVRPC Fiscal Year 2009 TIP for New Jersey and for Pennsylvania

Ms. Schoonmaker explained to the Board that the 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(s) and transit operators, and must provide opportunity for input and comment by the public. These same laws and regulations require the MPO to have a long range plan and to update that plan periodically as new conditions or policies are determined or to amend that plan to include new components. A 30-day comment period must be conducted prior to a formal action to adopt the TIP or update/amend the plan.

Every other year DVRPC develops a TIP that covers both state portions of the region (the New Jersey portion is done every year). Work began in September 2007 on the development of the FY2009 TIPs. The New Jersey and Pennsylvania Subcommittees of the RTC, under the direction of the DVRPC staff, have 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. In addition, DVRPC and PennDOT held a joint public meeting last summer to gather input for the PA transportation program, while DVRPC conducted outreach through its NJ Problem Identification and Prioritization project to gather input for the Study and Development Program portion of the NJ transportation program. For the first time this year, NJDOT undertook a 10 year capital plan to look at a broader horizon.

The FY2009 TIP for the New Jersey portion of the region contains over 135 projects worth \$1.6 billion (an average of nearly \$413 million per year), including \$867 million for projects primarily addressing the highway system and \$787 million for transit projects for DRPA/PATCO and NJ TRANSIT.

The FY2009 TIP for the Pennsylvania portion of the region contains nearly 500 projects worth almost \$4 billion (an average of \$996 million per year), including over

\$2 billion for projects primarily addressing the highway system and over \$1.9 billion for transit projects for SEPTA, Pottstown Urban Transit, and the state's Keystone Service.

The projects in the Draft TIP represent a consensus of the regional improvements to be made. The TIP has been fiscally constrained to the available financial resources identified by PennDOT and NJDOT, as negotiated for this region's projects. All non-exempt projects have been included in the regional conformity analysis.

The projects in the Draft TIP represent a consensus of the regional improvements to be made. The TIP has been fiscally constrained to the available financial resources identified by PennDOT and NJDOT, as negotiated for this region's projects. All non-exempt projects have been included in the regional conformity analysis.

The Draft TIP document has been made available for public review during a 30-day period which ended on June 2, 2008. Legal notices explaining the public comment process were published in the *Inquirer*, the *Tribune*, *La Actualidad*, the *Trenton Times*, and the *Courier Post*. Media releases were issued prior to the start of the public comment period. Notices were also sent to over 2,000 individuals and organizations, as well as emails to various DVRPC affiliated groups. All TIP related documents were published on the Internet and copies were placed at major public libraries in New Jersey and Pennsylvania. DVRPC held a public meeting in its offices and at the Cherry Hill Public Library to give the public the opportunity to pose questions about the process and projects to state, county, transit, and DVRPC staff.

DVRPC's website played a vital part in our public outreach effort. The entire Draft TIP three volume set was placed on our website, as were the dates and locations of the public meetings and libraries and general information about the TIP and how it was developed, as well as other related documents. A special e-mail address, tip-plan-comments@dvrpc.org, was established to make it convenient for the public with internet access to send comments directly to DVRPC about the program.

In response to Title VI and Environmental Justice concerns, outreach was targeted to specific communities as well as to the region as a whole. DVRPC sent notices of the public comment period and the public meeting to individuals and organizations representing traditional and underserved transportation users, minority and low income populations, the welfare-to-work community, and other citizens.

To date, over 100 individuals or agencies provided written comments on the TIP. Responses to these comments and recommended changes to the program were distributed to the Board.

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. 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 and the Plan must not cause new air quality violations, worsen existing violations, or delay timely attainment of federal standards. Unless it is determined that the TIP and the plan “conform” 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 FY2009 TIP for New Jersey and Pennsylvania is fiscally constrained to the funding determined to be reasonably available to the region, as provided by NJDOT and PennDOT. The PennDOT financial guidance was developed in consultation with its statewide Planning Partner MPO/RPOs. The NJDOT financial guidance reflects a reasonable distribution of available state and federal funds to the region and the other MPOs in the state.

Board adoption is being requested to permit the DVRPC TIP, along with the other MPO TIPs, to be included in the NJ and PA Statewide TIPs (STIP) for timely submission of those documents by NJDOT and PennDOT to the federal funding agencies for approval before the current TIP expires on September 30, 2008. The Pennsylvania portion must first be approved by the State Transportation Commission at its summer quarterly meeting.

Commissioner Carol Aichele, Chester County, stated her opposition to the FY 2011 construction programming of Route 202, Section 300 in the FY 2009 Pennsylvania TIP and believes construction should be programmed to begin in FY 2010. She is also concerned that the FY 2007 TIP project for the resurfacing of Section 300 will further delay the advancement of the Section 300 widening improvements, and given that this vital corridor is an economic health engine to the region, Commissioner Aichele is not in agreement with any further delay.

John Pickett, Delaware County, Lynn Bush, Bucks County, and Joseph Hoeffel, Montgomery County all stated their support for the Route 202, Section 300 road improvements and support “fast tracking” the project if additional funds become available.

James Ritzman, PennDOT, commented that PennDOT recognizes the importance of Section 300 but believes that the project is programmed appropriately according to the realistic project delivery schedule and not delayed due to a lack of funding. If the opportunity arises to advance project phases sooner than anticipated, there is some flexibility in programming that could allow construction to begin a maximum of ten months prior to the start of FFY 2011.

After favorable recommendation was received from the PCC/RTC and the RCC, that the Board approve the TIP for New Jersey and for Pennsylvania, the Board adopted the following **motion**:

MOTION by Ms. Denworth, seconded by Ms. Cutler, that the Board approve the FY2009 Transportation Improvement Programs (TIP's) for New Jersey and for Pennsylvania as the region's official selection of transportation projects for federal funding, by adopting Resolution B-FY08-009 (copy attached). Also that the Board acknowledge NJDOT's development of a 10 Year Capital Plan.

Commissioner Carol Aichele, Chester County **opposed** the motion.

6. Fiscal Year 2009 Planning Work Program Amendments

a. Bicycle/Bus Conflict Area Study

Joseph Hacker, DVRPC Manager, Office of Transit, Bicycles and Pedestrians, explained to the Board that since the Spring of 2006, DVRPC staff have been coordinating with staff from SEPTA, the Philadelphia Streets Department, the Bicycle Coalition of Greater Philadelphia, the University City District, and others, to explore improvements to lane markings in areas where curbside bus stop movements conflict with bicycle movements. These movements require buses to cross bicycle lanes in order to curb. Where conflicts occur, bicyclists may engage in improper passing while bus operators may fail to yield to bicyclists, resulting in unsafe operating conditions.

As this effort would utilize an experimental lane marking, using a symbol that does not appear in the Manual of Uniform Traffic Control Devices (MUTCD), an application (along with supportive materials) must be made to FHWA for approval of the experiment. Specifically, this project will include:

- Data gathering for problem definition
- Literature review and related research on a proposed solution;
- Final design of an experimental marking and/or signage;
- Proposal for post-installation evaluation.

This project will assist in designing the experimental program and assembling the application to FHWA. Research conducted under this project may have broader benefits both within and outside the DVRPC region. This cooperative process would result in a preliminary pavement marking design that would be tested along Walnut and/or Chestnut Streets in University City.

Funding for this project is provided through PennDOT's State Planning and Research program in the amount of \$75,000.

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

MOTION by Ms. Cutler, seconded by Ms. Aichele, that the Board

approves the proposed FY 2009 Planning Work Program Amendment to include the Bicycle/Bus Conflict Area Study and \$75,000 in Pennsylvania State Planning and Research funding to the UPWP

b. US 202, Section 100 Traffic Study, Supplement Number 3

Thomas Walker, DVRPC Manager, Office of System Planning explained to the Board that PennDOT is continuing the process of developing traffic improvements for US 202 Section 100 from the Delaware State Line to the Matlack Street intersection, southeast of West Chester. This study is intended to continue the work of previous studies of this facility by testing new alternative smart transportation roadway configurations that reduce the construction cost of the recommended improvements. Up to four different roadway improvement alternatives will be tested. The area of study would include this section of US 202 and selected crossing streets within impacted portions of Delaware and Chester counties.

Year 2035 forecasts will be prepared with this study for the required roadways and intersections in support of the US 202 Section 100 Project. These traffic forecasts will be consistent with the US 202 Land Use Study for Section 100 prepared by DVRPC staff in 2008. This project will be initiated in FY 2009 and completed in FY 2010.

Funding for this project will be \$170,000 in dedicated funds from the Pennsylvania Department of Transportation.

Favorable recommendation was received from the PCC/RTC for Board approval of the US 202, Section 100 Traffic Study, Supplement Number 3.

The RCC also recommended approval, however stated that project planners should ensure that this study takes into consideration the bikeway plan underway in Chester County.

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

MOTION by Ms. Cutler, seconded by Mr. Pickett, that the Board amend the DVRPC Fiscal Year 2009 Planning Work Program to include the US 202 Section 100 Traffic Study, Supplement No. 3.

7. DVRPC Annual Self-Certification of the Regional Transportation Planning Process

Donald Shanis, DVRPC Deputy Executive Director, explained to the Board that Federal regulations for metropolitan planning (23 CFR 450 and 49 CFR 613) require the Metropolitan Planning Organization (MPO) to annually certify to the

Federal Highway Administration and the Federal Transit Administration that its transportation planning process addresses the major issues facing the area and is being conducted in accordance with all applicable requirements.

The regulation lists specific requirements which must be addressed. DVRPC's compliance with these requirements is outlined below:

1. Improvements to the transportation system in the region have been the result of continuing, cooperative, and comprehensive planning process carried out by state and local officials.
2. The transportation planning process, including the adoption of the TIP, is consistent with the Clean Air Act and is in conformance with the applicable State Implementation Plans.
3. Private citizens, affected public agencies, representatives of transportation agency employees, other affected employee representatives, private providers of transportation, and other interested parties were provided with a reasonable opportunity to comment on the TIP and planning process.
4. The TIP includes a financial plan that demonstrates how the TIP can be implemented, indicates resources from both public and private sources that are reasonably expected to be available, and recommends innovative financing techniques.
5. DVRPC's planning process is administered in accordance with FTA Circular 4702.1, Title VI, and DVRPC employment practices comply with FTA Circular 4704., Equal Employment Opportunity Guidelines for Grant Recipients.
6. DVRPC's programs are conducted consistent with Title 49 CFR Part 23 as implemented by FTA Circular 4716.1A regarding disadvantaged business enterprise programs.
7. The Region's public transit operators have certified that they are making special efforts to provide transportation services which can be utilized by elderly and handicapped persons.
8. Congestion Management System phase-in requirements for non-attainment Transportation Management Areas have been met.
9. Environmental justice for low income and minority populations is being addressed.
10. The provision of 49 CFR part 20 regarding restrictions on influencing certain activities has been met.

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. Aichele, that the Board adopt Resolution No. B-FY08-010 (copy attached) certifying that the DVRPC Regional Transportation Planning Process is in conformance with federal regulations implementing TEA-21, the Clean Air Act Amendments, and other federal legislation.

8. Election of Fiscal Year 2009 DVRPC Board Officers

Barry Seymour, DVRPC Executive Director, announced the Nominating Committee's slate of candidates for election to serve as DVRPC Board officers for Fiscal Year 2009 (July 1, 2008 through June 30, 2009) as follows:

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

There were no nominations from the floor and the nominations were closed.

On a **motion** by Ms. Bush, seconded by Mr. Mandelbaum, the Board unanimously elected the recommended slate of Board officers for Fiscal Year 2009.

Mr. Seymour thanked Chair Cureton for his service as Board Chair in Fiscal Year 2008.

Commissioner Aichele stated that she looks forward to working with DVRPC as Chair for 2009.

9. Proposed Amendment to the Tri-County Water Quality Management Plan: Sequoia Transition School, Tabernacle Township Public Safety Building, and Kenneth R. Olson Middle School, Tabernacle Township, Burlington County

Chris Linn, DVRPC Senior Environmental Planner, explained to the Board that this amendment would revise the Tabernacle Township Water Management Plan and the Tri-County Water Quality Management Plan by allowing the expansion of the sewer service area of the Kenneth R. Olson middle School (KROMS) Sewage Plant (STP) by nine acres. The KROMS STP, located on New Road in Tabernacle Township, currently treats flow from the Tabernacle Primary School and KROMS with a permitted flow of 28,000 gpd. The STP discharges to ground water.

In addition to expansion of the sewer service area, the proposed amendment would authorize the construction of a pump station and force main to service the existing Sequoia Transition High School (STHS), and a sewer line to service the proposed Tabernacle Township Public Safety Building. The Sequoia Transition

High School currently has a wastewater flow of 855 gpd and is currently served by its own treatment facility. It is proposed that the Sequoia Transition High School's existing wastewater treatment facility will continue to serve the school until 2011, at which time the Sequoia school will be tied into the KROMS STP and the existing treatment system will be abandoned. The proposed flow from the Tabernacle Township Public Safety Building is 400 gpd.

The total projected wastewater flow to the KROMS STP after the proposed expansion, construction of the Tabernacle Township Public Safety Building, and eventual tie in of the Sequoia Transition High School is 19,155 gpd. No expansion in the permitted flow capacity of the KROMS STP is needed as a result of this proposed expansion.

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

MOTION by Mr. Romick, seconded by Mr. Kuhn, that the Board approve the proposed amendment to the Tri-County Water Quality Management Plan entitled: Sequoia Transition School, Tabernacle Township Public Safety Building, and Kenneth R. Olson Middle School, Tabernacle Township, Burlington County by adopting Resolution No. B-FY08-011 (copy attached).

10. Election of New Jersey and Pennsylvania County Representatives to Serve on the Executive Committee for FY 2009

Freeholder Louis Cappelli, Camden County, and Commissioner Carol Aichele, Chester County were selected by the New Jersey County Board members and the Pennsylvania County Board members, respectively, to serve on the Executive Committee during FY 2009.

11. Delaware County's Revitalization Program; A Restrospective and Prospective Overview

John Pickett, Delaware County, presented to the Board an update of the Delaware County Revitalization Program.

In 2002, the Delaware County Planning Department developed a program to examine the county's older communities and through their efforts identified an "inner ring" or "first generation" suburbs with needs different from the rest of the county. Twenty-nine municipalities were designated as revitalization communities. A task force was established to guide development of five action plans and consultants were retained to prepare these plans. The plan elements included economic development, housing, infrastructure, safety, transportation, and public safety.

Over 70 projects were awarded \$5 million in funding over five years and the projects were distributed among five planning areas. Some of these projects included gateway signage, recreational improvements, streetscape and town

center improvements, housing conversion/home ownership programs, and economic development initiatives. At present, five action plans have been completed and over 40 projects are complete or substantially complete.

The Delaware County Planning Department is now reactivating the task forces to update the action plans. Priorities will be re-evaluated based upon accomplishments; and a refined/new list of projects generated. Updated plans are to be completed by January 2009 and will include a new plan for an additional area.

Mr. Pickett concluded his presentation with a question and answer period.

12. Demographic Trends and forecasts in the Philadelphia Region

Mary Bell, DVRPC Principal Planning Analyst, presented the results of a study prepared by DVRPC for the Philadelphia Cultural Management Initiative (PCMI) on demographic trends and forecasts in the Philadelphia region. The study's purpose was to analyze regional demographic trends and forecast socioeconomic characteristics through 2020, to assist in understanding the impact of changing demographics on participation in the arts.

The population in the region has remained stable increasing by only about 3% between 1990 and 2000, however, in many communities other demographic data has been changing such as age, sex, race, ethnicity and ancestry, educational attainment, household and household types, household income, housing costs, and occupation. These changing demographics will impact significantly the cultural needs and preferences of the communities.

Ms. Bell then presented charts and maps depicting the different demographic data within the County Planning Areas which included New Castle County, Delaware.

DVRPC will continue to assist PCMI and extend the age and sex forecasts for DVRPC's nine counties through 2035 (summer 2008). PCMI will combine the report's findings with ongoing research into baseline arts activity and surveys of participation in arts and cultural activities, to assist their member non-profits in adapting their products and outreach to changing audiences.

13. Regional Citizens Committee (RCC) Report

Warren Strumpfer, RCC Chair, reported on the activities of the RCC Meeting of June 17, 2008.

The RCC recommends that the DVRPC Board urge SEPTA to restore electric vehicles on two routes where infrastructure already exists (Routes 29 and 79) in South Philadelphia) as well as to the Route 23 Trolley, in light of the current energy

crisis.

The RCC wishes to invite Mr. Andrew Altman, Deputy Mayor of Planning and Development, Commerce Department, to a meeting this fall to discuss how he sees his new leadership role as presented by Mayor Nutter in his address to the public on June 17 at the Academy of Natural Sciences in Philadelphia.

The RCC recommends that DVRPC stop using plastic bottled water at their meetings in light of the sustainability and health issues.

Mr. Strumpfer also mentioned that the project selection process for the TIP and Long Range Plan is still unclear and would like some assistance for the future.

Mr. Seymour responded that the selection process for the TIP and the Long Range Plan is an evolving effort and is always being examined and that the RCC has the opportunity to participate in the process.

Mr. Seymour stated that the RCC recommendations to restore Routes 29 and 79 would be forwarded to SEPTA. Also, Mr. Seymour will be meeting with Andrew Altman and will mention that the RCC would like to invite him to speak at one of their meetings.

14. Executive Director's Report

Mr. Seymour announced that copies of the FY 2009 Work Program and Budget were available on the display table and urged the Board to take a copy.

Mr. Seymour reported on the following:

a. Local Transportation Funding Options

Mr. Seymour reported that he had the opportunity to meet with the Montgomery County Commissioners and the Chester County Transportation Management Association to discuss and examine options and constraints for raising local funding.

b. Land Use, Transportation and Economic Development (LUTED)

Mr. Seymour reported that Lew Villotti, Planning and Development Director, Southwestern Pennsylvania Commission, Pittsburgh, presented their LUTED strategy. A discussion was also held around transportation priorities that relate to economic development. A list of these priorities will be developed which will help DVRPC update the Long Range Plan.

c. PlanSmart New Jersey Conference

Mr. Seymour participated in the PlanSmart New Jersey Conference. A Land Use Reform Paper has been prepared.

d. Mayor Nutter's Vision for Planning in Philadelphia

Mr. Seymour reported that Mayor Nutter gave a speech at the Academy of Natural Sciences in Philadelphia to talk about examining the Philadelphia City Planning Commission's role in the decision-making process.

e. New Jersey Transportation Safety Forum

Mr. Seymour pointed out to the Board the flyer (distributed to the Board) on the New Jersey Transportation Safety Forum scheduled for July 25, 2008 at Mercer County Community College.

f. DVRPC Board Retreat

Mr. Seymour urged the Board to mark their calendars for the Board Retreat scheduled for September 25, 2008 in Philadelphia. The day's events will consist of the regular September Board Meeting, work on the FY 2010 Work Program, and a workshop on the Long-Range Plan. The Agenda and additional information will be mailed to the invitees in the near future.

15. Committee Reports

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

16. One Minute Reports

Andrew Carten, City of Trenton, reported that the Transportation Community Development Initiative (TCDI) grant from DVRPC, has enabled a market feasibility study to be done and the Trenton Train Station has been greatly improved. Also, the city has benefitted immensely from the Governor's and the Legislature's creation of the New Jersey Urban Hub Transit Tax which provides a ten year tax credit for businesses where the development exceeds \$75 million and creates 250

new jobs. That legislation has put Trenton on the map and developers/businesses are now considering Trenton as a regional destination.

David Mandelbaum, Pennsylvania Governor's Appointee, reported that sometime in late July or early August, the Pennsylvania Statewide Water Resources Committee of the Department of Environmental Protection along with six regional committees will promulgate the draft of the new statewide water plan. This will be the first update in approximately 25 years and will have water supply sections as well as sections on flooding, and navigation. A public hearing is scheduled for September 11, 2008 in the Delaware basin. The exact location is not known as yet.

Matt Smoker, Federal Highway Administration (FHWA), Pennsylvania Division, noted that FHWA is very impressed with how quickly the Smart Transportation process is being instituted into DVRPC's plans and programs. DVRPC, PennDOT, and NJDOT each received one of 14 national awards for these efforts.

Jeanette Mar, FHWA, New Jersey Division, added that there will be a solicitation for a 2009 Environmental Excellence Award and encouraged the MPO's and the counties to submit federally funded projects for this award.

Mr. Ritzman reported on the Pennsylvania Highway Trust Fund. At present, there will be a \$543 million deficit across the state for Federal Fiscal Year 2009. The Pennsylvania State Office of the Budget is examining projections for revenue for motor license funds and vehicle registrations which are approximately \$100 million less for 2009 than was previously anticipated. Some solutions are being considered without much success and, consequently, the Highway Trust Fund will be greatly impacted.

Mr. Strumpfer reiterated that the RCC appreciates having a voice at the Board meetings.

Chair Cureton commented that it was a privilege to be Chair for FY 2008 and thanked the Board for making his tenure successful. Chair Cureton also thanked the DVRPC staff for their excellence and professionalism which makes it easy and comfortable for the Board members to do their jobs.

OLD BUSINESS

No old business was stated.

NEW BUSINESS

No old business was stated.

There being no further business, the meeting was adjourned at 12:40 p.m.

Attachments:

- (1) Board Resolutions B-FY08-006, B-FY08-007, B-FY08-008, B-FY08-009, B-FY08-010, and B-FY08-011
- (2) PCC/RTC Recommendations to the Board for June 26, 2008
- (3) RCC Recommendations to the Board for June 26, 2008

Additional Documents Distributed to the Board:

- (1) *Alert*, June 2008
- (2) *TravelSmart*, June 2008

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DELAWARE VALLEY REGIONAL PLANNING COMMISSION

EXECUTIVE COMMITTEE

Minutes of Meeting of June 28, 2007

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

Membership Present

Representative

New Jersey Department of Community Affairs

Joyce Paul

Pennsylvania Department of Transportation

Robert Hannigan

New Jersey Department of Transportation

Brian Cuccia

New Jersey Governor's Appointee

Jerry Mooney

Pennsylvania Governor's Appointee

David G. Mandelbaum

Pennsylvania Governor's Policy Office

Joanne R. Denworth
Kenneth Klothen

Pennsylvania Counties

Carol Aichele
Ronald Bailey

New Jersey Counties

Jerald R. Cureton, Esq
Carol Ann Thomas

City of Camden

(not represented)

City of Philadelphia

(not represented)

Guests

Bucks County

Lynn Bush

Delaware County

John Pickett

Montgomery County

Leo Bagley

Burlington County	Jerald R. Cureton, Esq. Carol Ann Thomas
Camden County	Edward Fox
Pennsylvania Department of Transportation	James Mosca Linda Guarini (Dist. 6)
New Jersey Department of Transportation	Cheryl Brennan Howard Immordino
U.S. Environmental Protection Agency, Region III	Megan Dougherty
New Jersey Office of Smart Growth	James Requa
Southeastern Pennsylvania Transportation Authority	David Fogel Kathleen Zubrzycki
New Jersey Transit Corporation	Jerry Lutin James Schwarzwald
Delaware River Port Authority	Linda Hayes
Pennsylvania Department of Environmental Protection	Kevin Gallagher
Cross County Connection Transportation Management Association	William Raggozine
Delaware River Joint Toll Bridge Commission	Glenn F. Reibman
New Jersey Turnpike Authority	Brian Wahler
Ballard Spahr	Mira Baylson
Regional Citizens Committee Chairman	Warren Strumpfer
<u>DVRPC Co-Counsel</u>	
Pennsylvania Co-Counsel New Jersey Co-Counsel	Timothy J. Carson, Esq. Thomas Coleman, Esq.
<u>DVRPC Staff:</u> Barry J. Seymour, Donald S. Shanis, Richard Bickel, Charles Dougherty, John Ward, Elizabeth Schoonmaker, Zoe Neaderland, Candy Snyder, and Jean McKinney.	

Call to Order

Chair Joanne R. Denworth called the Executive Committee meeting to order at 12:16 p.m.

1. Minutes of Meeting of May 24, 2007

On a **motion** by Mr. Hannigan, seconded by Mr. Mooney, the minutes of the meeting of May 24, 2007 were approved as distributed.

2. Contract Authorization: Scoping Phase of Safety/Traffic Signal Coordination Improvements along a Portion of CR 533 in Mercer County; project limits are from the Whitehorse Circle (US 206), in Hamilton Township to Nassau Park Boulevard (just North of US 1) in West Windsor Township, Mercer County

John Coscia, Jr., DVRPC staff, explained to the Executive Committee that this plan will address the management of traffic under both peak period conditions as well as off-peak conditions and will be consistent with the Delaware Valley Regional ITS Architecture. Furthermore, this work includes developing signal timing plans to enhance individual intersection operations and maximum traffic signal progression along the CR 533 Corridor.

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

The estimated consultant cost is \$220,000 in Federal Highway Administration funds under the New Jersey Local Scoping Program.

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

MOTION by Mr. Cuccia, seconded by Mr. Mooney, that the Executive Committee authorize the Executive Director to enter into, negotiate and execute a contract with the firm of choice to assist DVRPC in the scoping phase of Safety/Traffic signal Coordination Improvements along a portion of CR 533 in Mercer County. If such negotiations prove not to meet the financial requirements of the Commission, to proceed on to negotiations with the second ranked firm.

3. Elimination of DVPRC's Long Term Temporary Classification Title

Mr. Seymour stated that the Executive Committee adopted the FY 2008 Budget on February 22, 2007 which authorized a DVRPC Personnel Complement of 87 Regular Full Time and 24 Long Term Temporary employees for FY 2008. The proposed budget and staffing level was based on the best estimate of work to be

completed, the available funds, and the size of the staff required to complete the work.

Over the past decade DVRPC's projects have expanded in both scope and funds, in addition to increased revenue obtained for new projects. In order to provide technical services, specialized skills and to deliver the products for our expanding work program, we hired Long Term Temporary employees. To attract the most qualified candidates, it was necessary to offer DVRPC's benefit package. At first it was considered to be a short term solution, but due to our continued increased revenue and work program commitments, Long Term Temporary staff have become an integral part of the Commission. Without our current Long Term staff's professional expertise, DVRPC would not be able to complete our work program's mission.

The conditions of employment for the 24 Long Term Temporary employees are identical to the 87 Regular Full Time employees. Both employee classes receive full fringe benefits and are immediately enrolled in the Pennsylvania State Employee's Retirement system. In reality, the 24 Long Term Temporary staff are Regular Full Time employees. Therefore, we recommend eliminating the Long Term Temporary classification title.

This action will avoid problems in employee morale, job status equity and recruitment of highly qualified applicants, as employees currently designated or hired as "Long Term Temporary" may feel slighted or at risk in their position. There is no financial impact to this action.

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

MOTION by Ms. Paul, seconded by Mr. Mooney, that the Executive Committee amend the DVRPC Fiscal Year 2008 Budget and approve 111 Regular Full Time employees and eliminate the Long Term Temporary classification title status.

4. Election of DVRPC Executive Committee Officers for Fiscal Year 2008

Mr. Seymour announced the Nominating Committee's proposed slate of officers for Fiscal Year 2008 (July 1, 2007 through June 30, 2008) for DVRPC Executive Committee Officers as follows:

Chair: Jerald R. Cureton, Esq, Burlington County
Vice Chair: Carol Aichele, Chester County
Secretary: James Ritzman, Pennsylvania Department of Transportation

There were no nominations from the floor and the nominations were closed.

On a **motion** by Mr. Cuccia, seconded by Mr. Mandelbaum, the Executive Committee unanimously elected the recommended slate of Board officers for Fiscal Year 2008.

OLD BUSINESS

No old business was stated.

NEW BUSINESS

No new business was stated.

There being no further business, the meeting was adjourned at 12:22 p.m.

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