

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

BOARD COMMITTEE

Minutes of Meeting of June 27, 2013

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

Membership Present

Representative

New Jersey Department of Community Affairs
New Jersey Department of Transportation

Joyce Paul
James Simpson
David Kuhn

Pennsylvania Department of Transportation
New Jersey Governor's Appointee

James Mosca
Regina Egea
Amy Herbold

Pennsylvania Governor's Appointee
Pennsylvania Governor's Policy & Planning Office
Bucks County

Lisa Worden
Karen Stokes
Diane Ellis-Marseglia
Lynn Bush

Chester County

Terence Farrell

Delaware County

Ronald Bailey

Montgomery County

John McBlain

Burlington County

Thomas Shaffer

Camden County

Leslie Richards

Gloucester County

Carol Ann Thomas

Mercer County

Andrew Levecchia

City of Chester

Richard Westergaard

City of Philadelphia

Donna Lewis

City of Camden

Jacqueline Parker

City of Trenton

Andrew Stober

Edward Williams

(not represented)

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	(not represented)
U.S. Environmental Protection Agency, Region II	(not represented)
U.S. Environmental Protection Agency, Region III	(not represented)
Federal Transit Administration, Region III	Tony Cho
Southeastern Pennsylvania Transportation Authority	(not represented)
New Jersey Transit Corporation	Lou Millan
New Jersey Department of Environmental Protection	(not represented)
Pennsylvania Department of Environmental Protection	Cosmo Servidio
Delaware River Port Authority	Barbara Holcomb
Port Authority Transit Corporation	John Rink
New Jersey Office of Planning Advocacy	(not represented)
Pennsylvania Department of Community and Economic Development	(not represented)

DVRPC Co-Counsel

Pennsylvania Co-Counsel	Frederick D. Strober
New Jersey Co-Counsel	Thomas Coleman

DVRPC Staff: Barry J. Seymour, Patty Elkis, Candy Snyder, Richard Murphy, Chris Puchalsky, Elizabeth Schoonmaker, Thomas McGovern, Taghi Ozbeki, Jane Meconi, Karin Morris, Robert Graff, John Griffies, Michael Boyer, Brett Fusco, and Renee Wise.

Guests

Cross County Connection TMA	William Ragozine
Montgomery County Planning Commission	Jody Holton
Pennsylvania Department of Transportation (Dist. 6)	Linda Guarini
Clean Air Council	Dennis Winters
Resident, Mt. Laurel	Lita Bellocchio
Residents for Regional Traffic Solutions, Inc.	Susan Herman
Delaware County Planning Commission	Gus Frederick
	Steve Hackett
	Beverly Schaefer
	Michael Seay

Call to Order - Chair's Comments

Chair Terence Farrell called the meeting to order at 10:04 a.m.

Public Comments on Agenda and Non-Agenda Items

Public comments were submitted about the lack of public participation at DVRPC, from Dennis Winters of the Clean Air Council. He commented on the disbanding of the Regional Citizens Committee and the inadequacy of its replacement, the Public Participation Task Force. Additional public comments were submitted about insufficient public participation in DVRPC's planning activities, from Sue Herman of Residents for Regional Traffic Solutions, Inc. Public comments were submitted about noise problems at and around her residence, by Lita Bellocchio, a resident of Mount Laurel, N.J. Ms. Bellocchio commented about excessive noise due the New Jersey Turnpike, and aircraft flight patterns, which caused airplane noise over her home. She asked that funding go to noise abatement activities.

1. Minutes of Meeting of April 25, 2013

On a Motion by Mr. Williams, seconded by Mr. Mosca, the minutes of May 23, 2013 were approved as distributed.

2. Transportation Improvement Program (TIP Actions)

Richard Murphy, DVRPC Capital Program Coordinator, presented the following TIP actions to the Board.

2a. PA13-38: Delaware County Act 13 Local Bridges, (Various MPMS#s), Delaware County

Delaware County has requested that DVRPC amend the FY2013 - 2016 TIP for Pennsylvania by adding four new local bridge projects to the TIP for design and construction in FY13 in the amount of \$420,000 using the 2012 allocation of Act 13 funds. These are additional funds to the region.

The four bridges that have been requested are:

1. 2nd Avenue Bridge over Stony Creek (MPMS# 97864) in Ridley Township in the amount of \$100,000 (\$10,000 final design and \$90,000 construction). The scope includes the placement of rock protection at the abutments, the deck will be scarified and have a latex modified concrete overlay installed and safety features will be upgraded.
2. Clyde Road Bridge over Ithan Creek (MPMS# 97866) in Radnor Township in the amount of \$100,000 (\$10,000 final design and \$90,000 construction). The scope includes the placement of rock protection at the abutments, the deck will be scarified

and have a latex modified concrete overlay installed, and safety features will be repaired.

3. Forge Road over Chester Creek (MPMS# 97872) in Thornbury and Middletown Townships in the amount of \$160,000 (\$15,000 final design and \$145,000 construction). The scope includes the placement of rock protection at the west abutment, the bituminous wearing surface will be removed, the deck will be scarified and have a latex modified concrete overlay installed, and safety features will be upgraded.

4. Glenolden Avenue Bridge over Muckinipattis Creek (MPMS# 97873) in Glenolden Borough in the amount of \$60,000 (\$7,500 final design and \$52,500 construction). The scope includes the placement of rock protection at the abutments, repairs will be made to the stone masonry substructure and the safety features will be upgraded.

Performing repairs on these structures will remove these bridges from deficient status.

Act 13 of 2012, is a new Pennsylvania State law which establishes a Marcellus Legacy Fund that allocates a portion of the Marcellus Shale Impact Fee to the Highway Bridge Improvement Restricted Account in the Motor License Fund. These funds are distributed to counties (proportionately based on population) and are to be used to fund the replacement or repair of locally owned (county or municipal), at-risk, deteriorated bridges. In collaboration with the County Commissioners Association of Pennsylvania (CCAP), the Pennsylvania Department of Transportation (PennDOT) has defined an at-risk deteriorated bridge to be one posted with weight restrictions that is structurally deficient including those that are posted with weight restrictions.

Financial constraint will be maintained, as these funds are additional to the region.

Favorable recommendation was received from the Regional Technical Committee.

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

MOTION by Mr. McBlain, seconded by Ms. Richards, that the Board approve the following TIP action:

PA13-38: Delaware County's request that DVRPC amend the FY2013-2016 TIP for Pennsylvania by adding four new local bridge projects to the TIP for design and

construction in FY13 in the amount of \$420,000 using the 2012 allocation of Act 13 funds.

1. 2nd Avenue Bridge over Stony Creek (MPMS# 97864) in the amount of \$100,000 (\$10,000 final design and \$90,000 construction);
2. Clyde Road Bridge over Ithan Creek (MPMS# 97866) in the amount of \$100,000 (\$10,000 final design and \$90,000 construction);
3. Forge Road over Chester Creek (MPMS# 97872) in the amount of \$160,000 (\$15,000 final design and \$145,000 construction);
4. Glenolden Avenue Bridge over Muckinipattis Creek (MPMS# 97873) in the amount of \$60,000 (\$7,500 final design and \$52,500 construction).

2b. PA13-39: Wall and Pavement Repair, SR 0032 - LG1 (River Road), (MPMS# 87744), Bucks County

PennDOT has requested that DVRPC amend the FY2013 - 2016 TIP for Pennsylvania by adding a new \$3,720,000 project to the TIP, and program as follows: FY13 utility phase \$20,000 STU, FY13 construction phase \$500,000 STU, and FY14 construction phase \$3,200,000 STU.

This project, located in Solebury Township, involves the construction of a retaining wall, widening and repair of the bituminous roadway, drainage improvements to help prevent future deterioration of the new wall and roadway, and construction of a guide rail on State Route 0032-LG1(River Road). The location is approximately 200 feet north of Paxon Road to approximately 1,100 feet south of Paxon Road.

This condition has been observed, and was confirmed by the District Bridge Engineer, Plans, Geotechnical, and Maintenance Unit staff, over the past two years and has reached a stage where action to address the situation is prudent. District 6-0 advises that this project be expedited due to the unpredictable and potentially serious effects of this condition if left unaddressed. Please see the attached photos in the "Supporting Documentation for TIP Actions" section of this packet.

This highway restoration project is scheduled for a February 13, 2014 letting. If this project is not implemented, there is a strong probability that this wall will fail to such an extent as to close the roadway entirely and possibly cause injury to the traveling public.

Financial constraint will be maintained by making adjustments to other existing TIP projects whose schedules or costs have changed. The attached fiscal constraint chart provided by PennDOT shows all of the adjustments taking place, including several that are being handled by staff as Administrative Actions in accordance with the TIP Memorandum of Understanding. All projects listed contribute to fiscal constraint.

2c. PA13-40: 30th Street Station Bridges, (MPMS# 64844), City of Philadelphia

PennDOT has requested that DVRPC amend the FY2013 - 2016 TIP for Pennsylvania by adding a previously obligated construction phase back into the TIP by increasing the 30th Street Station Bridges project by \$10,200,000 (FY13 construction phase \$7,154,000 BOO/\$1,789,000 State 185, FY14 \$1,006,000 BOO/\$251,000 State 185). The overall estimated construction cost of this project, is \$63,850,000, not including the request action.

This project involves the rehabilitation of complex structures around 30th Street Station and over Amtrak's Northeast Corridor rail lines in the City of Philadelphia. There are six structures within the project limits. The work area includes Market Street and Little Market Street (S.R. 3010 and S.R. 3026), Arch Street (S.R. 3030), and Chestnut (S.R. 0003) between 30th Street and Schuylkill Avenue West. It also includes 30th Street Station (S.R. 3026) between Arch Street and Market Street. The roadways around the station are built on a structure to accommodate the railroad tracks (AMTRAK, SEPTA) and highway (I-76, Schuylkill Expressway) that pass underneath. Also, no changes to the horizontal or vertical geometry or clearances are anticipated.

This cost increase is the result of additional required repairs that were discovered during construction and not apparent upon initial inspection. During construction, the contractor was granted long-term access to the area and prior to any steel repairs, the contractor would blast clean the structural steel. This revealed the need for more repairs to structural members. To account for this, PennDOT and the designers agreed to increase the amount of steel in the identified repairs by 15 percent as a contingency. The contract special provisions also allowed steel with up to 1/8 inch of section loss to remain without a repair. Through field findings and Bridge Inspection reports, the District identified a considerable amount of necessary column repairs. Some of the column repairs required jacking and girder replacement.

Financial constraint will be maintained by making adjustments to other existing TIP projects whose schedules or costs have changed. The attached fiscal constraint chart

provided by PennDOT shows all of the adjustments taking place, including several that are being handled by staff as Administrative Actions in accordance with the TIP Memorandum of Understanding. All projects listed contribute to fiscal constraint.

Favorable recommendation was received from the Regional Technical Committee.

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

MOTION by Ms. Marseglia, seconded by Mr. Mosca, that the Board approve the following TIP actions:

PA13-39: Delaware County's request that DVRPC amend the FY2013-2016 TIP for Pennsylvania by adding a new \$3,720,000 project to the TIP, and program as follows: FY13 utility phase \$20,000 STU, FY13 construction phase \$500,000 STU, and FY14 construction phase \$3,200,000 STU.

PA13-40: PennDOT's request that DVRPC amend the FY2013-2016 TIP for Pennsylvania by adding a previously obligated construction phase back into the TIP by increasing the 30th Street Station Bridges project by \$10,200,000 (FY13 construction phase \$7,154,000 BOO/\$1,789,000 State 185, FY14 \$1,006,000 BOO/\$251,000 State 185).

2d. NJ12-68: South Jersey Bus Rapid Transit (SJ BRT)/Avandale Park and Ride (Bus Livability) (DB# T630), NJ TRANSIT

NJ TRANSIT has requested that DVRPC amend the FY2012–2015 TIP for New Jersey by adding a new project, South Jersey Bus Rapid Transit (SJ BRT)/Avandale Park and Ride (Bus Livability) (DB# T630), with \$3,000,000 Section 5339 for Engineering/ Right-of-Way/ Construction in FY13. Funds are made available as a result of MAP-21, which has increased federal formula funding levels for NJ TRANSIT in FY13 and FY14.

This action is associated with increases in NJ TRANSIT's overall federal formula funding levels by approximately \$22,000,000 per year for the DVRPC region, as a result of the Federal Transit Administration (FTA) programs and changes that were authorized by Moving Ahead for Progress in the 21st Century (MAP-21).

The \$3,000,000 Section 5339 funding for FY13 will start design of the early phase of the full scale 23-mile South Jersey Bus Rapid Transit (SJ BRT) system. Improvements include the addition of 150 new parking spaces to the existing 322 spaces at the Avandale Park and Ride, transit signal priority equipment at key intersections, offboard

fare collection systems (e.g., ticket vending machines), dynamic signage at major terminals such as the Avandale Park and Ride and Walter Rand Transportation Center, and the design of enhanced BRT stops that will brand and standardize BRT shelters. Once completed, the SJ BRT system is expected to serve Gloucester and Camden county residents travelling between Downtown Camden and Center City Philadelphia and the Avandale Park and Ride in Winslow Township, Camden County. The total cost of the SJ BRT is approximately \$46 million.

The full SJ BRT line will commence at the Avandale Park and Ride lot and travel on the Atlantic City Expressway, Route 42, I-76, and I-676 to Camden and Philadelphia cities. A branch of the service will also serve a new Park and Ride lot at Delsea Drive in Gloucester County by travelling along Route 55 prior to linking the other branch of service at the merge of Routes 55 and 42.

A new bus circulation route in Center City Philadelphia, Pennsylvania will also occur. The initial phase of operations for the SJ BRT line is expected to begin service in late calendar year 2015, which will support the advancement of the full SJ BRT system.

Financial constraint will be maintained as this amendment uses increased additional funds to the region.

This item was **withdrawn** from the agenda at the request of New Jersey Transit.

2e. NJ12-70: Preventive Maintenance - Bus (DB# T135), NJ TRANSIT

NJ TRANSIT has requested that DVRPC modify the FY2012–2015 TIP for New Jersey by increasing funding for Preventive Maintenance – Bus (DB# T135), by \$10,343,000 from \$18,442,000 to \$28,785,000 Section 5307 funds for FY13 Capital Acquisition (CAP).

This action is associated with increases in NJ TRANSIT’s overall federal formula funding levels by approximately \$22,000,000 per year for the DVRPC region, as a result of the Federal Transit Administration (FTA) programs and changes that were authorized by Moving Ahead for Progress in the 21st Century (MAP-21).

Funding will provide for preventive maintenance costs and overhaul of buses under federal funding guidelines.

Financial constraint will be maintained as this amendment uses increased additional funds to the region.

Favorable recommendation was received from the Regional Technical Committee.

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

MOTION by Mr. Simpson, seconded by Mr. Levecchia, that the Board approve the following TIP action:

NJ12-70: NJ TRANSIT's request to amend the FY2012–2015 TIP for New Jersey by increasing funding for Preventive Maintenance – Bus (DB# T135), by \$10,343,000 from \$18,442,000 to \$28,785,000 Section 5307 funds for FY13 Capital Acquisition (CAP).

2f. NJ12-71: Route 70, Route 38 to Cropwell Road (DB# 11338), Camden and Burlington Counties

NJDOT has requested that DVRPC modify the FY2012–2015 TIP for New Jersey by adding a \$2,800,000 NHPP funded Preliminary Engineering (PE) phase in FY13 and a \$3,000,000 NHPP funded Final Design (DES) phase in FY14 to Route 70, Route 38 to Cropwell Road (DB# 11338). The project requires both Preliminary Engineering and Final Design phases to move forward in the capital project delivery process.

Originally programmed only as a resurfacing project, the project scope has expanded to include milling, resurfacing, reconstructing, and rehabilitating the mainline and shoulder pavement, including ramps and cross roads, along eastbound and westbound Route 70 from Route 38 to Cropwell Road. In addition, an existing culvert at Cropwell's Brook in Cherry Hill Township, Camden County will be replaced to accommodate a 25-year storm. The project will traverse through Pennsauken and Cherry Hill Townships in Camden County and Evesham Township in Burlington County.

Financial constraint will be maintained by making adjustments to other existing TIP projects whose schedules or costs have changed. The attached fiscal constraint chart provided by NJDOT shows all of the adjustments taking place, including several that are being handled by staff as Administrative Actions in accordance with the TIP Memorandum of Understanding. All projects listed contribute to fiscal constraint.

Favorable recommendation was received from the Regional Technical Committee.

A public comment was received from John Boyle of the Bicycle Coalition of Greater Philadelphia about how dangerous Route 70 is for bicyclists and pedestrians. He asked that final design for this project include improvements to make the roadway safer. A

response from NJDOT followed, that detailed the steps that it would take to ensure safety for bicyclists and pedestrians.

3. Federal Functional Classification Review and Update

Matt Gates, DVRPC Manager, Office of Modeling & Analysis, explained to the Board that recently, DVRPC adopted new Adjusted Urbanized Area boundaries based on the 2010 Census. Changes to the Urbanized Area require updates to the Federal Functional Classification of roadways in the affected areas. This update provides a good opportunity for DOTs and County Planning Commissions to re-assess the functional classification of all roadways according to the character of service they are intended to provide and changes to the roadway system since 2000. Staff presented the updates and asked the Board for its approval.

Favorable recommendation was received from the Regional Technical Committee.

MOTION by Ms. Thomas, seconded by Mr. Stober, that the Board approve the updated Federal Functional Classification for roadways in the DVRPC region.

4. FFY 2012 (Round 14) New Jersey Job Access and Reverse Commute and New Freedom Grant Programs – Project Recommendations and TIP Commitment

Greg Krykewycz, Manager, Office of Transit, Bicycle, and Pedestrian Planning, explained to the Board that Under SAFETEA-LU regulations, the Job Access and Reverse Commute (JARC) and New Freedom (NF) grant programs are components of a Coordinated Human Services Transportation Planning (CHSTP) process. New Jersey Transit (NJ Transit) is the state-wide designated recipient for the JARC and NF programs in New Jersey. Local nonprofit agencies, municipalities, as well as other transportation providers, are eligible sub-recipients. NJ Transit will work with all potential sub-recipients to develop full applications to the Federal Transit Administration (FTA).

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

applicants to determine final funding levels. The JARC grant program is intended to help fund transportation services and supportive activities that facilitate access to jobs for welfare recipients and lower income persons, as well as reverse commute trips for the general population. The FFY12 JARC program provides \$501,312 in FTA funds for the Philadelphia and Trenton areas in DVRPC's New Jersey counties. The New Freedom grant program is intended to provide additional tools for disabled individuals seeking integration into the workforce and society. This is often accomplished through infrastructure upgrades beyond ADA requirements. The FFY12 New Freedom program provides \$413,285 in FTA funds for the Philadelphia and Trenton areas in DVRPC's New Jersey counties. FTA grant recipients are required to provide their own matching funds.

Following project solicitation in February 2013, DVRPC received five JARC applications and seven New Freedom applications. Staff reviewed the materials and forwarded the applications to the New Jersey selection sub-committee for their review. The selection committee met on April 17, 2013 and recommends four JARC applications and six New Freedom applications to be forwarded to NJ Transit.

Favorable recommendation was received from the Regional Technical Committee.

MOTION by Ms. Thomas, seconded by Mr. Levecchia, that the Board approve:

1. The project recommendations for JARC and New Freedom funding applications;
2. Modification of the FY2012 TIP for New Jersey (TIP Action: NJ12-74) in FFY13 to adjust funding to actual SAFETEA-LU levels for the JARC (DB# T199) and New Freedom (DB# T552) programs. At the appropriate time, these amounts will be specified by NJ Transit to reflect actual project funding levels depending on available matching funds and budget needs.

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

Richard Bickel, DVRPC Director of Planning, 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 and Long Range Plan, 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, Long Range Plan, 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 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.

Favorable recommendation was received from the Regional Technical Committee.

MOTION by Mr. Levecchia, seconded by Mr. McBlain, that the Board adopt:

Resolution No. B-FY13-002 certifying that the DVRPC Regional Transportation Planning Process is in conformance with federal regulations implementing MAP-21, the Clean Air Act Amendments, and other federal legislation.

6. Election of Fiscal Year 2014 Board Officers

Elections took place for the Fiscal Year 2014 DVRPC Board Officers. No nominations were taken from the floor.

On a **motion** by Ms. Lewis, seconded by Mr. Levecchia, the Board unanimously approved the closing of nominations.

On a **motion** by Mr. McBlain, seconded by Mr. Levecchia, the Board unanimously approved the Fiscal Year 2014 DVRPC Board Officers:

Chair: James Simpson (Alternate, David Kuhn, New Jersey Department of Transportation)

Vice Chair: Leslie Richards, Montgomery County Commissioner

Secretary: Louis Cappelli, Jr., Camden County Freeholder

Treasurer: Ronald Henry, Pennsylvania Governor's Appointee

DISCUSSION ITEM

6. One Minute Reports

Barbara Holcomb, DRPA, reported on behalf of John Rink of PATCO, that he and other PATCO and DRPA staff went to Alstom to check on the progress of the car overhaul program. PATCO hopes that the first prototype will be delivered in August and that the premiere run can occur in October of this year. DRPA held a public scoping meeting for the Glassboro-Camden line on May 9 and an additional public meeting on May 20 in Woodbury, NJ. On May 14, a public meeting was held to review design options for the south side of the Ben Franklin Bridge and how to make it more accessible to bikers, walkers, and persons with disabilities. Three designs were presented and public comments were submitted. The meeting was well attended and DRPA will examine the design options and its plan for the bridge.

Lou Millan, NJ Transit, reported on the construction of the new rail station at the junction of the Riverline and the Atlantic City Rail Line in Pennsauken, N.J. According to NJ Transit's engineering department, it is set to open in the fall.

Byron Comati, SEPTA, reported that the City of Philadelphia is hosting the APTA Association's Rail Conference from June 2-6 at the Sheraton Downtown. SEPTA is a primary partner and encourages Board members to take part. The Norristown High Speed Line to the King of Prussia area will be holding a scoping meeting on July 16.

Sandra Brillhart, FHWA, NJ, reported that the FHWA will be offering courses as part of its technical assistance program. Some of the courses include grant management targeted to local recipients of federal aid. The first course is taking place on May 31 and there are subsequent courses planned in June. FHWA is also offering “train the trainer incident manager responder” courses on June 19 in various locations in the region. Ms. Brillhart thanked the Board for their support and coordination and announced that it was her final Board meeting, as she is retiring on June 14.

Bryan Kendro, PA Governor’s Policy and Planning Office, reported that Senator Rafferty’s proposal (SB1) passed the Senate Transportation Committee with only one dissenting vote and few amendments. The proposal has been referred to the Senate Appropriations Committee and it is expected that it will be taken up in June where there will be amendments to the proposal. The discussion is ongoing and the biggest difference between the Senator’s and Governor’s plans is the fee proposals. After comparing the numbers, with Senator Rafferty’s plan, an extra \$2.5 billion per year would be generated from things like driver’s licenses and violation increases and Governor Corbett’s plan would generate an extra \$1.8 billion per year. There is optimism that once the Senate takes it up for consideration, the House may be more amenable.

Ronald Henry, PA Governor’s Appointee, called the Board’s attention to the passing of former Delaware County Planning Director, John Pickett. He expressed his sadness at having lost such a dedicated and caring individual and noted that he will be missed.

David Kuhn, New Jersey Department of Transportation, reported on NJ Transit’s and NJDOT’s local STP funding swap. NJDOT and involved parties are in the process of getting memorandum agreement together.

Terence Farrell, Chester County Commissioner, reported that the county is doing a transportation inventory in preparation for the State Transportation Commission hearings in September. There will be an open house on the Paoli Train station on June 12 at the Tredyffrin Township Building.

Leslie Richards, Montgomery County Commissioner, introduced Montgomery County Planning Commission’s new Executive Director, Jody Holton. The county is moving forward on the Lafayette Street corridor construction and it is supposed to begin in August. Ms. Richards commented that she is happy to see in Senator Rafferty’s proposal the removal of the increased local match requirement for transit projects, which would be a burden on counties as far as transit investment. She hopes that it continues and would like to see many major transit projects move forward. Having match be a part of that conversation is good but not a match that prevents counties from being able to move forward with projects.

Louis Cappelli, Camden County Freeholder, reported that Camden County has made a \$25 million investment in the county park system. The effort is geared toward beautification and making fields, parks, and passive areas more user-friendly. This is the first phase of a five-year project.

Lynn Bush, Bucks County, reported that before former Commissioner Jim Cawley left he put the County Planning Commission in charge of surveying the landscape of economic development in order to figure out what the county could be doing better. The county completed this survey and Commissioner Robert Loughery continued the study. The county is working on a municipal economic development initiative and there are 26 projects on the to-do list. Part of this economic development includes a reorganization of the county loan programs.

Thomas Shaffer, Delaware County, called the Board's attention to the passing of John Pickett, former Delaware County Planning Director. Mr. Shaffer emphasized Mr. Pickett's commitment to planning at the county level, regional levels, and beyond. Mr. Shaffer expressed that he will be sorely missed.

Matthew Lawson, Mercer County, reported that Frontier Airlines is now serving 10 cities, flying from the Trenton-Mercer Airport. The county freeholders approved improvements to the airport, including remodeling of the existing terminal, taxiway improvements, and safety improvements. Additionally, the airport may construct a new parking lot and may charge for parking in the future. The airport's control tower will be open until November, at which time it will close for about a month to make major upgrades.

Lisa Worden, PA Department of Economic and Community Development, reported that they will be hosting a workshop on the neighborhood assistance tax program. The event is June 7 from 10:30-12:30 at Kutztown University.

PRESENTATIONS

7. Red Light Camera Program

The Philadelphia Parking Authority's Corinne O'Connor presented to the Board on its red light camera program.

8. "Ready to Roll" Report

Robert Graff, DVRPC Manager of the Office of Energy and Climate Change Initiatives, presented to the Board on the primary draft findings and recommendations from this U.S. Department of Energy funded report and plan. *Ready to Roll* addresses the

introduction of plug-in electric drive vehicles and charging infrastructure into the five counties of southeastern Pennsylvania. Project partners are PECO Energy, the City of Philadelphia, and Greater Philadelphia Clean Cities.

Tony Cho, FTA, questioned whether there was discussion in the report that encouraged charging stations and ways to address congestion through public transportation. Lou Millan, NJ Transit, commented that alternative fuel vehicles will be reducing the amounts that could be accumulated due to the gas tax.

9. Executive Director's Report

a. John Pickett

Mr. Seymour expressed his sadness at the loss of John Pickett and lauded Mr. Pickett for all of his work as an extraordinary public servant.

b. Sandra Brillhart

Mr. Seymour thanked Ms. Brillhart on her commendable work with DVRPC and the FHWA, and wished her well on her retirement.

c. Air Quality Partnership Award Winners

Mr. Seymour called the Board's attention to the Air Quality Partnership Award winners; Millbourne Borough and Princeton University.

d. Classic Towns

Mr. Seymour reported that the Classic Towns program has added three new towns; Oxford Borough, Cheltenham Township, and Hightstown Borough.

e. PA Senate Bill 1 – Transportation Funding

Mr. Seymour reported that the transportation funding bill has passed the Senate Transportation Committee and has been referred to Appropriations.

f. RTC Briefing

Mr. Seymour called the Board's attention to the Regional Technical Committee briefing, which took place on May 7 at DVRPC. DVRPC's John Ward and other DVRPC staff presented new and old Board members, alternates, and RTC members, with an overview of the RTC and its role and activities; the briefing was very useful and informational.

g. Delaware County TMA

Mr. Seymour reported that the Delaware County TMA is awarding DVRPC with a public service award on June 6.

h. Shared Services Forum

Mr. Seymour called the Board's attention to the Shared Services Forum, which is taking place on June 7. There will be discussions on implementing shared services with speakers and case studies presented. Mr. Seymour encouraged Board members to attend and participate.

i. Regional Community & Economic Development Forum

Mr. Seymour reported to the Board that the Regional Community & Economic Development Forum is taking place on June 12 here at DVRPC. There will be a focus on the creative economy, the importance of place, and a look at how businesses are making decisions on location. A new analytical tool on the city and regional scale will also be presented.

j. World Class Philadelphia Infrastructure Event

Mr. Seymour called the Board's attention to the World Class Philadelphia Infrastructure Event, which is taking place on June 20 at 8:00am at the Independence Visitors Center.

k. National Association of Regional Councils

Mr. Seymour noted that the National Association of Regional Council's Conference will take place on June 23-26. He asked for the Board's support and encouraged the Board to assist with sponsorship opportunities. Mr. Seymour also extended an invitation to Board members to attend the opening reception on June 23rd.

10. Committee Reports

The following committee reports were distributed to the Board for review:

(1) Regional Technical Committee; (2) Public Participation Task Force

OLD BUSINESS

No old business was stated.

NEW BUSINESS

No new business was stated.

There being no further business, the meeting was adjourned at 11:50 a.m. on a **MOTION** by Mr. Henry, seconded by Mr. Kuhn.

DVRPC fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. DVRPC public meetings are held in ADA and transit-accessible facilities. Auxiliary services can be provided to individuals who submit a request at least seven days prior to a meeting. For more information please visit the DVRPC website (www.dvrpc.org) or call (215) 238-2871.

I certify that this is a true and correct copy.

Renee Wise, Recording Secretary