

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

BOARD COMMITTEE

Minutes of Meeting of February 28, 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	(not represented)
Pennsylvania Governor's Policy Office	Joanne R. Denworth
Pennsylvania Department of Transportation	Robert Hannigan
Bucks County	(not represented)
Chester County	Carol Aichele Ronald T. Bailey
Delaware County	John Pickett
Montgomery County	Joseph M. Hoeffel 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	(not represented)
City of Philadelphia	(not represented)
City of Camden	(not represented)
City of Trenton	(not represented)

Non-Voting Members

Federal Highway Administration New Jersey Division	Jeanette Mar
Pennsylvania Division	(not represented)
U.S. Department of Housing and Urban Development, Region III	(not represented)
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	Pippa Woods
Port Authority Transit Corporation	(not represented)
Delaware River Port Authority	Linda Hayes
New Jersey Department of Environmental Protection	(not represented)
Pennsylvania Department of Environmental Protection	(not represented)
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, John Ward, Thomas McGovern, Joseph Hacker, Sean Greene, Sarah Oaks, Jane Meconi, and Jean McKinney.

Guests

Pennsylvania Department of Transportation	James Mosca
New Jersey Department of Transportation	Brian Cuccia
City of Philadelphia	Camille Barnett Anuj Gupta
Delaware River Port Authority	James McQuilkin
Delaware River Joint Toll Bridge Commission	Glenn Reibman

New Jersey Turnpike Authority
Cross County Connection TMA
Residents for Regional Traffic Solutions (RRTS)
Blank Rome
DVRPC Regional Citizens Committee

Brian Wahler
William Ragozine
Sue Herman
Frederick Hardt
John Boyle

Call to Order - Chair's Comments

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

Barry J. Seymour, Executive Director, introduced and welcomed Camille Barnett, Managing Director, City of Philadelphia.

Public Comments on Non-Agenda Items

No public comments were stated.

1. Minutes of Meeting of January 24, 2008

On a **Motion** by Ms. Frontera, seconded by Mr. Kuhn, the minutes of the Board Meeting of January 24, 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. PA07-78: Commodore Barry Bridge Security Improvements Project (MPMS #74840), DRPA/PATCO - Proposed New DEMO Project

DRPA/PATCO has requested that DVRPC amend the FY2007-2010 TIP for Pennsylvania by adding a new transit project to the TIP, the Commodore Barry Bridge Security Improvements Project (MPMS #74840). This project will be funded by a SAFETEA-LU earmark (ID #4816) \$1,000,000 DEMO and a \$250,000 match provided by DRPA/PATCO, and will include several security improvements to the Commodore Barry bridge; including electronic surveillance and detection, and increased lightning. The transit earmark will be programmed for construction in FY08 (\$1,000,000 DEMO/\$250,000 DRPA/PATCO Match).

Financial constraint will be maintained as this project uses specially earmarked DEMO funds provided by SAFETEA-LU.

The TIP's current conformity finding will not be impacted by this amendment as this project is exempt from regional air quality analysis.

The Planning Coordinating Committee/Regional Transportation Committee (PCC/RTC) and the Regional Citizens Committee (RCC) recommended approval of TIP PA07-78. However, the RCC noted their misgivings regarding the earmark funding process.

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

MOTION by Mr. Kuhn, seconded by Mr. Pickett, that the Board approve TIP Action PA07-78, DRPA/PATCO's request to amend the FY2007-2010 TIP for Pennsylvania by adding a new project to the TIP, the Commodore Barry Bridge Security Improvements Project (MPMS #74840) and programming \$1,000,000 DEMO/\$250,000 DRPA/PATCO Match for construction in FY08.

- b. PA07-79: Center City Transit Signage Program (MPMS # to be determined), SEPTA - Proposed New Project

SEPTA, in partnership with the Center City District, PATCO, and the City of Philadelphia Planning Commission has requested that DVRPC amend the FY2007-2010 TIP for Pennsylvania by adding a new transit project to the TIP, the Transit Signage Program (MPMS #83594) using \$312,500 provided by SEPTA as a result of the reallocation of the unused portion of Transit Enhancement funding from the Girard Avenue Streetscape Improvement Project (MPMS #61719). SEPTA's request is to program \$312,500 transit funds (\$250,000 Transit Enhancement/ \$52,083 Capital Bond/\$10,417 SEPTA match) for the construction phase to install signage at locations to be determined by SEPTA in cooperation with Center City District, and DRPA/PATCO.

Design for the program was advanced by the Center City District in consultation with SEPTA and DRPA/PATCO using a portion of a \$375,000 grant secured from the William Penn Foundation. \$187,500 of that grant will be made available for construction and implementation of the signage program, including a testing phase for at least five Center City Locations.

The Transit Signage Program will help raise the public profile of transit and enhance the visibility of portals to the city's transit system. The signage will assist transit users, visitors, and occasional riders to better identify and access transportation. The project includes creation of a transit signage identity and pathfinding system throughout Center City with the long-term goal of the identity system being implemented throughout the region. Center City District has estimated the cost to address all 123 concourse street entrance ways at \$1.5 million dollars.

SEPTA's request includes reallocating unused funds from a transit TE project that was selected for funding prior to SEPTA's participation in the TE Program as a competitive process. In FY2000, The Girard Avenue Streetscape Improvement

The project was originally programmed by SEPTA for Transit Enhancement funding in the amount of \$384,000 to install " Art-in-Transit" at locations along the 8.2 mile rail route along Girard Avenue. However, due to the lack of feasibility to advance the project as planned, SEPTA decided to downsize the project to \$134,000. Funds have been used to install an "Art in Transit" component at the Zoo trolley stop, and an additional location is to be installed at the Westmoreland Loop in Port Richmond at the eastern end of the line. A community inspired marker will be installed at the western end of the line as well.

Financial constraint will be maintained by reallocating unused funds from the Girard Avenue Streetscape project.

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 Ms. Denworth, seconded by Mr. Fox that the Board approve TIP Action PA07-79, SEPTA's request to amend the FY2007-2010 TIP for Pennsylvania by adding a new project to the TIP, the Transit Signage Program (MPMS #83594), and programming construction in FY08 (\$250,000 Transit Enhancements/\$52,083 Capital Bond/\$10,417 SEPTA/\$187,500 Local from William Penn Grant)

c. PA07-80: SEPTA Safety and Security Improvements Project (MPMS #65612), SEPTA

SEPTA has requested that DVRPC modify the FY2007-2010 TIP for Pennsylvania by federalizing the SEPTA Safety and Security Improvements Project (MPMS #65612) by adding a \$656,600 earmark, acknowledging state and local matches, to the capital phase in FY08 to jump start a \$10 million dollar project to improve emergency communication project. The additional funding will be programmed in FY08 (\$656,600 DEMO/\$136,791 T-Bond/ \$27,359 Local) for the capital phase. This project will be completed in two phases and involves providing an interoperable communications system that will enable SEPTA to communicate with City Police, Fire and Emergency Services Personnel. This system will allow the Authority to participate, either in a lead, or supporting role, in all emergency response and recovery actions from accidental, natural and terrorist incidents, which may occur in the 20 miles of City commuter tunnel system, underground concourses and above-ground

transportation facilities. Phase two of the project will provide interoperability communications for the SEPTA police, other police, and emergency recovery team activities in the five county area.

Financial constraint will be maintained as this project uses specially earmarked DEMO funds provided by SAFETEA-LU.

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 Ms. Denworth, seconded by Mr. Fox, that the Board approve TIP Action PA07-80, DRPA/PATCO's request to amend the FY2007-2010 TIP for Pennsylvania by federalizing the SEPTA Safety and Security Improvements Project (MPMS #65612) by adding \$656,000 DEMO/\$136,791 T-Bond/\$27,359 Local) to the capital phase in FY08.

3. Delaware River Port Authority (DRPA) / Delaware Valley Regional Planning Commission (DVRPC) Memorandum of Understanding (MOU) on Transportation Planning Procedures

Joseph Hacker, DVRPC Manager, Office of Transit, Bicycles and Pedestrians, explained to the Board that The Delaware Valley Regional Planning Commission (DVRPC) and Delaware River Port Authority (DRPA) have drafted a Memorandum of Understanding (MOU) which addresses cooperative procedures for carrying out transportation planning and programming as mandated in Federal Regulation 23CFR450.314(a):

“Metropolitan Planning Agreements between the MPO and the public transportation operators to cooperatively determine their mutual responsibilities in carrying out the metropolitan planning process. These responsibilities shall be clearly identified in written agreements among the MPO and the public transportation operators serving the metropolitan planning area.”

This MOU meets Federal Transit Administration (FTA) regulations specifying cooperative procedures for carrying out transportation planning (including corridor and subarea studies) and programming. This entails reciprocal roles and responsibilities for DVRPC and DRPA system planning, including: development of population, employment and land use forecasts; transit system planning studies to sustain and ensure integrity of transit operations; consistent travel demand modeling in order for projects to retain Federal eligibility; and an agreed upon, staged evaluation process for transit project process prioritization.

Transit projects derived from system planning to meet specific needs are also covered by this MOU. These include roles and responsibilities for MPO approvals for project inclusion on the Transportation Improvement Program (TIP) to maintain eligibility; mutual participation and oversight on advancing projects through planning steps such as transit concepts and Alternative Analysis, modeling forecasts; and public outreach. Transit environmental planning and review is also included as part of the Federal grant application process for transit projects. These roles and responsibilities include: assistance with Environmental Assessments (EA), Draft Environmental Impact Statements (DEIS) and other MPO planning programs; public outreach to insure compliance with Federal and state laws and regulations; and provide briefings and opportunities for input from MPO members and staff. All of the steps outlined in the MOU ensure that the planning process between DVRPC and DRPA is consistent, cooperative and in conformance with Federal and State regulations.

This project will not alter the region's conformity finding.

Favorable recommendation was received from the PCC/RTC to approve the MOU between DVRPC and DRPA.

The RCC also recommended approval, however, the RCC requests a clarification in Part 5: *Continuous Transportation Planning Process*, that #4 "Increase accessibility and mobility of people and freight" explicitly refer to both motorized and non-motorized.

Mr. Seymour noted that, as mentioned under #2 and #3 in Part 5, #4 will be amended to include the words "both motorized and non-motorized uses".

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

MOTION by Mr. Fox, seconded by Mr. Hoeffel, that the Board approve the Memorandum of Understanding (MOU) between the Delaware Valley Regional Planning Commission (DVRPC) and the Delaware River Port Authority (DRPA) on Transportation Planning Procedures.

4. **Adoption of the Conformity Finding Reaffirmation of the DVRPC FY 2007 Pennsylvania and FY 2008 New Jersey Transportation Improvement Programs (TIPs) and the *Destination 2030* Long Range Plan (LRP)**

Sean Greene, DVRPC Transportation Planner, explained to the Board that 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 commitment for meeting air quality goals. DVRPC has performed a regional emissions analysis to determine transportation conformity of the FY 2007 Pennsylvania and FY 2008 New Jersey TIPs and the *Destination 2030* LRP.

In May 2007, the DVRPC Board adopted the conformity finding of the FY 2007

Pennsylvania TIP, FY 2008 New Jersey TIP, and the *Destination 2030* LRP (Resolution # B-FY07-010). This conformity finding covers:

- Ozone (the entire DVRPC planning area);
- CO (Burlington, Camden, Mercer and Philadelphia Counties);
- 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).

The Wilmington Area Planning Commission (WILMAPCO) is currently conducting a new conformity determination for their FY 2009-2012 TIP. Since New Castle County is included in the Philadelphia-Wilmington, PA-NJ-DE PM_{2.5} Non-attainment Area, DVRPC must reaffirm its previous conformity determination to support WILMAPCO's conformity determination for their TIP.

DVRPC held a public comment period from January 14, 2007 to February 13, 2008. Current, as of this summary sheet preparation date, no comments have been received regarding the draft conformity finding.

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 approve the reaffirmation of the conformity finding of the FY 2007 Pennsylvania and FY 2008 New Jersey TIPs and the *Destination 2030* LRP by adopting Resolution B-FY08-002 (copy attached).

5. Adoption of the FY 2008 Congestion Management Process, Supplemental Projects Status Memorandum

Mr. Greene explained to the Board that highway projects that add major Single Occupancy Vehicle (SOV) capacity are required to include supplemental projects that enhance the benefits of the capacity additions and extend the useful life of the project. The Congestion Management Process (CMP) is required to track implementation of supplemental projects to ensure that these commitments are being faithfully pursued.

The *2008 Supplemental Projects Status Memorandum* (distributed to the Board) was prepared in coordination with the state Departments of Transportation and project planning partners and reviews 12 major SOV capacity-adding projects; eight in Pennsylvania and four in New Jersey. This second annual memorandum tracking CMP commitments has found that each Transportation Improvement Program project has appropriate supplemental strategies and that these strategies have either been completed or are proceeding in a satisfactory manner. Favorable recommendation was received from the PCC/RTC that the Board adopt the CMP, Supplemental Projects Status Memorandum.

Donald S. Shanis, DVRPC Deputy Director added that a fair amount of time is spent discussing bicycle and pedestrian issues for these supplement projects. DVRPC efforts show many strategies and there are many issues which also need be recognized on given projects beyond the bicycle/pedestrian issue. In a tight funding scenario, a number of projects will not be completed. Within the next couple of years decisions will have to be made as to what supplemental projects will move forward and what issues take priority.

Warren Strumpfer, RCC Chair reported that the RCC also recommends approval of the CMP Projects Status Memorandum. However, added that only one supplemental project has a transit alternative, NJ 42 Grenlock - Little Gloucester Road, which is currently in final design. Mr. Strumpfer also is interested in the results of the *RT 42 and College Drive Land-use and Transportation Study*, which he has not been able to obtain.

The RCC also recommends that the transit project alternatives be an ongoing review process.

Edward Fox, Camden County responded that the major stakeholders for the NJ 42 Grenlock project in Camden County were the property owners in that area. The results of the Land Use and Transportation Study have not been released to the public. Mr. Fox assured Mr. Strumpfer that he would inquire as to when these results would be available.

Mr. Greene added the lack of transit alternatives may be because this particular subset of projects are on a much smaller scale than last year. Transit alternatives are more appropriate when stringing together larger corridors. Smaller projects (i.e., widening a mile and a half of roadway) may not be as appropriate for increased transit service.

After discussion, the Board unanimously adopted the following **motion**:

MOTION by Mr. Kuhn, seconded by Ms. Paul, that the DVRPC Board adopt the *2008 Congestion Management Process (CMP), Supplemental Project Status Memorandum* and accept the supplemental strategies contained in the memorandum as CMP commitments.

6a. FY 2009 Pennsylvania Transportation Management Association (TMA) Assistance Grant Program

Sarah Oaks, DVRPC Senior Transportation Planner, explained to the Board that PennDOT has annually funded Transportation Management Association (TMA) activities for selected TMAs since 1992. This program was developed to provide operating assistance to these public-private partnerships to support their travel demand management promotional work as a means to mitigate traffic congestion and improve regional air quality. This is an ongoing program, renewable annually. PennDOT requested that DVRPC assume joint oversight of work program

development and execution in FY 2002.

There are currently five TMAs serving suburban areas in southeastern Pennsylvania: The Bucks County, Chester County, Delaware County, Greater Valley Forge, and Partnership TMAs, and one which serves central Philadelphia. As part of their assistance grants, each suburban TMA undertakes generally similar work. The Central Philadelphia TMA's Work Program is tailored to the particular transportation needs of Center City. The individual Work Programs (distributed to the Board) give a description of the work each of them plans to undertake if their application is approved. The work programs have been reviewed and approved by the respective County Planning Commission staffs, as well as DVRPC, SEPTA, and PennDOT staffs.

The maximum allowable grant is \$192,000 per TMA, and each TMA has applied for that amount. The total application package totals \$1,152,000 (\$921,600 CMAQ, \$230,400 local match). A review of each application indicates each applicant is able to meet their match requirement.

Draft work programs for each applicant were released for comment in January. Comments received by the closing date of January 18 were incorporated and the final documents are now ready for approval.

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. Hoeffel that the Board approve and forward to PennDOT for their approval the FY 2008 TMA Assistance Grant work programs for a total grant of \$192,000 each (\$153,600 CMAQ, \$38,400 local match) to the Bucks County, Chester County, Delaware County, Greater Valley Forge, Partnership, and Central Philadelphia TMAs, for a total program of \$1,152,000 (\$921,600CMAQ, \$230,400 TMA match).

6b. FY 2009 Mobility Alternatives Program (MAP) Work Programs

The Mobility Alternatives Program (MAP) was initiated in 1995 in response to the need for measures to reduce highway congestion, including businesses, schools, and other organizations on a voluntary basis. There are currently five TMAs involved in MAP: The Bucks County, Chester County, Delaware County, Greater Valley Forge, and Partnership TMAs, along with the City of Philadelphia Mayor's Office of Transportation (through the Clean Air Council) and SEPTA. Efforts of the contractors are directed to highly congested corridors within their service areas. Work includes outreach to employers, assistance in developing Travel Demand Management (TDM) strategies for employer use, promotion of the Share-A-Ride program, and participation in outreach for the Ozone Action program.

MAP is largely a behavior modification effort to increase employer's awareness of

the various TDM techniques available to them, and the benefits of participation in such activities. The success of the overall program is monitored by contractor's submission of quarterly performance reports, which show results of work toward reducing single-occupant autos. At PennDOT's request, the DVRPC Board has been asked to review and approve the individual work programs (distributed to the Board).

The Bucks County TMA, Delaware County TMA, TMA of Chester County, Greater Valley Forge, and Partnership TMAs have applied for the maximum of \$67,450 each. The Clean Air Council, working on behalf of the Philadelphia City Planning Commission, has applied for \$77,750. SEPTA has applied for \$150,000. The DVRPC portion of the contract totals \$251,000, which includes Administration, Share-A-Ride Operations, and Marketing efforts. The total application package totals \$816,000 (\$652,800 CMAQ, \$163,200 contractor match).

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

MOTION by Ms. Denworth, seconded by Mr. Fox, that the Board approve the FY 2009 Mobility Alternatives Program grant requests for the Bucks County TMA, the TMA of Chester County, the Delaware County TMA, the Greater Valley Forge TMA, the Partnership TMA, The Clean Air Council, SEPTA, and DVRPC for a program total of \$816,000 (\$652,800 CMAQ, \$163,200 contractor match).

7. FY 2009 Pennsylvania Job Access and Reverse Commute and New Freedoms Grant program - Project Priorities and TIP Commitment

Mr. Hacker explained to the Board that under SAFETEA-LU regulations, the existing Job Access and Reverse Commute (JARC), New Freedoms, and Transportation for Elderly Persons and Persons with Disabilities Grant programs are now components of a Coordinated Human Services Transportation Planning (CHSTP) process. The Southeastern Pennsylvania Transportation Authority (SEPTA) is the Governors designated recipient for both the JARC and New Freedoms programs. Local non profit agencies, municipalities, as well as other transportation providers, are eligible sub-recipients. SEPTA will work with all potential sub-recipients on developing a full application to the Federal Transit Administration (FTA).

FTA regulations require metropolitan planning organizations (MPOs), in regions over 200,000 population, to select project applicants, evaluate the consistency of proposed projects with an adopted regional Coordinated Human Services Transportation Plan and commit to add projects to the regional Transportation Improvement Program (TIP), pending grant approvals.

The Job Access and Reverse Commute 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 FY09 JARC program, which is now allocated based on a federal formula, provides \$3,751,539 of FTA funds with the Commonwealth of Pennsylvania providing overmatching funds of \$4,241,077 for a total of \$7,992,616 in government funding.

The New Freedoms Initiative (NFI) is a new grant program under SAFETEA-LU intended to provide transportation services for people with disabilities *beyond* the requirements of the Americans with Disabilities Act (ADA), including expansion of existing paratransit services, acquisition of vehicles with mobility aids, accessibility improvements to transit stations, supporting volunteer driver programs, and supporting mobility management programs. Under the SAFETEA-LU guidelines, the New Freedoms Program has been approved for \$339 million dollars of funding through FY 2009. New Freedoms funds will be allocated based on a population of persons with disabilities by Urban Area designation. Fiscal Year 2009 FTA New Freedoms funds for the five-county Pennsylvania total \$1,051,866 with the Commonwealth of Pennsylvania providing matching funds of \$276,467 for sub-region total of \$1,382,333.

Following project solicitation in November/December 2007, DVRPC received 41 Sub-recipient applications from 11 organizations by the December 12, 2007 submission date. Staff forwarded the submissions to the Pennsylvania selection sub-committee, established by the Board for previous rounds of the JARC program, for their review. The selection sub-committee recommended 35 JARC and four New Freedoms applications for service. The Committee recommends that the selected projects (distributed to the Board) be funded for fiscal year 2009.

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

MOTION by Ms. Aichele, seconded by Ms. Paul, that the Board approve the project recommendations for JARC and New Freedoms funding allocations, with the appropriate amendment to the TIP to enable New Freedoms funding to projects. Further, approve the action to amend the FY 2007 TIP for Pennsylvania (TIP Action PA07-83) by adding the New Freedoms Program with \$1,382,333 New Freedom funds in FY09.

8. Proposed Amendment to the Tri-County Water Quality Management Plan: Modification of the Mansfield Township Wastewater Management Plan, Village of Columbus Sewage Treatment Plant, Mansfield Township, Burlington County

Suzanne McCarthy, DVRPC Manager, Office of Environmental Planning, explained to the Board that in 1984, the New Jersey Department of Environmental Protection implemented a procedure to ensure that all requests for water quality permits are consistent with approved Wastewater Management Plans and the Tri-County Water Quality Management Plan. New Jersey DEP reviews all permit applications and for those which are inconsistent with Wastewater Management Plans or the Tri-County Water Quality Management Plan, the applicant may elect to seek a plan

amendment.

DVRPC is the designated area-wide water quality management planning agency for the Tri-County area (Burlington, Camden and Gloucester counties), and DVRPC approval is one of several that amendment applicants must receive before New Jersey DEP will consider the amendment package to be complete.

The following amendment has been requested: Modification of the Mansfield Township Wastewater Management Plan to allow a new Village of Columbus sewage treatment plant and addition of acreage to the sewer service area of the Homestead sewage treatment plant, Mansfield Township, Burlington County

The Tri-County Water Quality Management Board recommends approval of this amendment.

Mr. Fox commented that this application involves revising the Stat's 2030 Plan. Although there is a policy document that examines environmental issues such as failing septic systems, his concern is whether approving this amendment will be consistent with the State Planning Commission's future plans.

Frederick Hardt, Blank Rome, and Council for Mansfield Township, responded that the Township had discussions with the New Jersey Office of Smart Growth to assure that all obligations are met and any revisions are consistent with the State Plan.

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

MOTION by Mr. Romick, seconded by Mr. Fox that the Board approve the proposed amendment to the Tri-County Water Quality Management Plan entitled: Mansfield Township Wastewater Management Plan by adopting Resolution No. B-FY08-003 (copy attached).

9. Select Greater Philadelphia

Thomas G. Morr, President and CEO of Select Greater Philadelphia (Select) presented to the Board an overview of Select's perspective on the region.

The Greater Philadelphia region is part of three different states (Pennsylvania, New Jersey, and Delaware). Mr. Morr explained to the Board that Select's job is to promote the region, raise its profile as the place to do business, and to attract companies to locate here. Slides were presented which showed data of our region in comparison to the top US regions with reference to population, products,

employment, types of businesses, healthcare, financial services, information technology, defense, alternative energy, education, ports, regional access, and affordable housing.

Select works to meet the marketing challenges for the region. Select provides a library of data about the region, encourages coordination from counties, municipalities, organizations, and businesses in the region, organizes and assists companies with their marketing, and assists with relocation to the region.

Because this region consists of three different states, the marketing can be very difficult and the region is still viewed as declining. Continued marketing efforts are needed to bring the three states together and viewed as one metropolitan area. The region needs to become known as a service driven, knowledge based economy. Mr. Morr then mentioned that Select has an agreement with the Wall Street Journal. On May 13, 2008 a Regional Supplement in that paper will appear showcasing the New Economy in Greater Philadelphia. It is hoped that this article will raise our profile as a very worthwhile region in which to do business.

10. Regional Citizens Committee (RCC) Report

Warren Strumpfer reported the activities from the February 19, 2008 RCC Meeting.

The RCC heard presentations from DVRPC on *Regional Road Safety Audits* and *Climate Change Overview*. The *Transit Throughout the Region Report* was also presented. Mr. Strumpfer commented that there needs to be more road safety analysis.

The RCC heads a sub-committee on Environmental Justice (EJ) and they have some concerns about the lack of projects for EJ support and road safety at the county and municipal levels. DVRPC and the States promote the "Safe Routes to School" and Complete Streets concepts, however, many road projects are moving forward without consideration for non-motorized vehicles. The RCC would like to see more improvements which include bicycle and pedestrian access, specifically at the county level.

The RCC appreciates DVRPC's compliance with the previous requests with reference to the *Bucks County Regional Traffic Study*. The RCC requests that DVRPC distribute a replacement CD-ROM that: (a) includes the 1/08 *Addendum to the final Report of the Bucks County Regional Traffic Study*; and (b) is properly labeled so that it is clear that DVRPC performed the Study for the Regional Traffic Planning Task Force, to those who received the CD-ROM format of the original *Bucks County Regional Traffic Study* (dated October 2007).

The RCC is waiting to review the Environmental Assessment for the Scudder Falls Bridge. The RCC is grateful that present communications with the Bridge Commission are favorable. Also, a new township resolution in support of bicycle and pedestrian access over the new bridge has been received.

Mr. Seymour responded and pointed out to the Board the article (distributed to the Board) which appeared in the Bucks County Courier Times entitled: *Paths Could be Added to Bridge*. The article refers to the Scudder Falls Bridge and the potential for adding bicycle and walking paths which are still being considered for this project.

The RCC heard a preliminary staff update on the *Seamless Transit Across the Region* work program and was very encouraged to hear that three to four bus river crossings routes looked promising.

The RCC recommends a resolution with reference to climate change (attached as part of these minutes in the *RCC Recommendations to the Board for February 28, 2008*).

11. Executive Director's Report

Mr. Seymour reported on the following:

a. New Jersey Transportation Funding and Capital Program

Mr. Seymour reported that the New Jersey Department of Transportation is considering moving to a ten year capital program. Meetings have been held with technical staff to review this consideration. There are actually two elements to this issue: (1) extending capital programming out ten years; and (2) the limited funding for projects. Apparently, there are two project lists; the A list and the B list and, according to priority, which projects fit into the A or B list is being discussed.

b. Philadelphia Sustainability Awards

Mr. Seymour announced that the Philadelphia Sustainability Awards will take place on March 3, 2008 at the Philadelphia Convention Center.

c. Toronto Site Visit

Mr. Seymour reported that the Toronto Site Visit is scheduled for March 13-15, 2008. A number of University of Pennsylvania students along with regional representatives, New Jersey Transit, and SEPTA will be participating in this visit to study regional transit. A presentation of the findings will be presented to the Board upon their return.

d. DVRPC Annual Dinner

The DVRPC Annual Dinner is scheduled for May 15, 2008. Four awardees have been confirmed: (1) PhillyCarShare for Regional Transportation

Program; (2) Pennsylvania TreeVitalize Program for Environmental Initiatives; (3) Woolwich Township, Gloucester County for Land Use; and (4) Select Greater Philadelphia for Economic Development.

Mr. Seymour also announced that Governor Rendell has been invited to the Annual Dinner for his efforts on Transportation Funding.

e. JARC Press Event

Mr. Seymour announced that a press event is scheduled for 9:00 a.m. March 7, 2008 at the Market East Station.

12. Committee Reports

The following Committee Highlights were distributed to the Board for their review: (1) Planning Coordinating Committee/Regional Transportation Committee; (2) Land Use and Housing Committee and (3) Information Resources Exchange Group.

13. One Minute Reports

David Fogel, SEPTA, reported that this week SEPTA unveiled their *Go Green Go* promotional campaign in conjunction with the Philadelphia Flower Show. The advertising signs for this campaign are all made of biodegradable moss.

Edward Fox, Camden County, reported that on July 2, 2008, the New Jersey Department of Commerce will no longer be active. There is concern as to who will take charge of the County's economic development policy which reflects regional issues. This would be a great use of Select Greater Philadelphia.

OLD BUSINESS

No old business was stated.

NEW BUSINESS

William Ragozine, Cross County Connection Transportation Management Association announced that the Map of Burlington County is now available.

There being no further business, the meeting was adjourned at 12:34 p.m.

Attachments:

- (1) PCC/RTC Recommendations to the Board for February 28, 2008
- (2) RCC Recommendations to the Board for February 28, 2008

(3) Resolution No. B-FY08-002, and B-FY08-003

Additional Documents Distributed to the Board:

- (1) Articles entitled: *Draft Legislation Unveiled for Toll Roads Proposal, Governor Rendell Calls for Plan to Rebuild Pennsylvania Short-Term Stimulus Program to keep Pennsylvanians Working , and Paths Could be Added to Bridge*
- (2) *Alert*, February 2008
- (3) *TravelSmart*, February 2008

DVRPC fully complies with Title VI of the Civil Rights Act of 194 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 February 28, 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

Robert Hannigan

Chester County

Carol Aichele

Ronald T. Bailey

Burlington County

Jerald R. Cureton

Carol Ann Thomas

City of Philadelphia

(not represented)

City of Camden

(not represented)

Guests

Pennsylvania Department of Transportation

James Mosca

New Jersey Department of Transportation

Brian Cuccia

Bucks County

Lynn Bush

Delaware County

John Pickett

Montgomery County

Joseph M. Hoeffel

Kenneth Hughes

Camden County

Edward Fox

Gloucester County

Charles E. Romick

Mercer County

Donna Lewis

City of Philadelphia

Camille Barnett
Anuj Gupta

Federal Highway Administration

New Jersey Division

Jeanette Mar

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

Delaware River Joint Toll Bridge Commission

Glenn Reibman

New Jersey Turnpike Authority

Brian Wahler

Cross County Connection TMA

William Ragozine

Residents for Regional Traffic Solutions (RRTS)

Sue Herman

Blank Rome

Frederick Hardt

DVRPC Regional Citizens Committee

Warren Strumpfer
John Boyle

DVRPC Co-Counsel

Pennsylvania Co-Counsel

New Jersey Co-Counsel

Timothy J. Carson
Thomas Coleman

DVRPC Staff: Barry J. Seymour, Donald S. Shanis, Richard Bickel, Charles Dougherty, Elizabeth Schoonmaker, John Ward, Thomas McGovern, Joseph Hacker, Sean Greene, Sarah Oaks, Jane Meconi, and Jean McKinney.

Call to Order - Chair's Comments

Chair Jerald R. Cureton, Esq. called the meeting to order at 12:34 p.m.

1. Minutes of Meeting of January 24, 2008

On a **motion** by Ms. Denworth, seconded by Ms. Aichele, the minutes of the meeting of January 24, 2008 were approved as distributed.

2. Adoption of the DVRPC Fiscal Year 2009 Budget

Barry J. Seymour, Executive Director, referred the Board to the memo dated February 24, 2008 (distributed to the Board).

The total budget is \$22,343,110, of which \$5,660,914 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.

The FY 2009 budget anticipates sufficient revenue for projects as identified in the draft Work Program, including all pass-through programs and commitments. 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.

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

MOTION by Ms. Denworth, seconded by Mr. Hannigan that the Executive Committee adopt the DVRPC Fiscal Year 2009 Budget, the General Fund Budget, the legal services of the recommended Co-Counselors for Pennsylvania and New Jersey and authorize the Executive Director to execute and file the required applications and enter into and execute all necessary contracts and grant agreements by passing Resolution No. EC-FY08-001.

OLD BUSINESS

No old business was stated.

NEW BUSINESS

No new business was stated.

There being no further business, the meeting was adjourned at 12:390 p.m.

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RESOLUTION

by the Executive Committee of the Delaware Valley Regional Planning Commission

ADOPTION OF THE DVRPC FISCAL YEAR 2009 BUDGET

BE IT RESOLVED, that the Executive Committee of the Delaware Valley Regional Planning Commission (DVRPC):

1. Approves and adopts a DVRPC Budget of \$22,340,534 for Fiscal Year 2009 Beginning July 1, 2008 and ending June 30, 2009 as detailed in the Fiscal Year 2009 Budget Document; and
2. Approves and adopts the Fiscal Year 2009 General Fund Budget of \$194,482 as included in the Fiscal Year 2009 Budget and approves the legal services of the Co-Counselors, Timothy J. Carson for Pennsylvania and Thomas J. Coleman for New Jersey; and
3. Authorizes and directs Barry Seymour, Executive Director, to execute all contracts, and modifications thereto, as set forth in and required by the approved Fiscal Year 2009 Budget in the name of and on behalf of the DVRPC; and
4. Authorizes and directs Barry Seymour, Executive Director, to negotiate the final details of the Board approved and adopted Fiscal Year 2009 Planning Work Program with appropriate funding agencies and to prepare, execute and file the required applications and enter into and execute the necessary contracts and grant agreements, and modifications thereto, on behalf of the DVRPC with and in the form required by a local government, operating agency, state agency, or Federal agency to aid in financing the work described in the approved and adopted Fiscal Year 2009 Planning Work Program; and
5. Authorizes and directs Barry Seymour, Executive Director, to execute and file such applications, contracts and agreements, such assurances as may be required or any other document concerning compliance with Title VI of the Civil Rights Act of 1964 and all other pertinent directives and requirements thereunder; and
6. Authorizes and directs Barry Seymour, Executive Director, to set forth and execute Disadvantaged Business Enterprise policies and establish and administer procedures as may be required to ensure utilization of disadvantaged businesses to the maximum extent feasible in connection with the procurement needs of the projects described in the approved and adopted work program and budget documents; and

7. Designates Barry Seymour, Executive Director, as the authorized representative of the Commission, to provide such additional information, documents and certifications as may be required in connection with all matters pertaining to any application, grant agreement that need be executed pursuant to an application, and requisition that need be filed as grant funds are required; and
8. Authorizes and directs Jean L. McKinney, Recording Secretary, to impress the official seal of the Commission and attest same on all documents as may be required.

Adopted this 28rd day of February 2008
by the Executive Committee of the
Delaware Valley Regional Planning
Commission.

I certify that this is a true and correct copy of Resolution EC-FY08-001.



Jean L. McKinney, Recording Secretary