

**DELAWARE VALLEY REGIONAL PLANNING COMMISSION**

**BOARD COMMITTEE**

Minutes of Meeting of May 24, 2012

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

Membership Present

New Jersey Department of Community Affairs  
New Jersey Department of Transportation  
Pennsylvania Department of Transportation  
New Jersey Governor's Appointee  
Pennsylvania Governor's Appointee  
Pennsylvania Governor's Policy & Planning Office  
Bucks County  
Chester County

Delaware County

Montgomery County

Burlington County  
Camden County  
Gloucester County  
Mercer County  
City of Chester  
City of Philadelphia  
City of Camden  
City of Trenton

Representative

James Requa  
David Kuhn  
James Mosca  
Brett Tanzman  
Adam Gattuso  
(not represented)  
Diane Ellis-Marseglia  
Terence Farrell  
Ronald Bailey  
John McBlain  
John Pickett  
Leslie Richards  
Turea Hutson  
Steve Nelson  
Carol Thomas  
Louis Cappelli, Jr. Esq.  
Richard Westergaard  
Matthew Lawson  
Whitney White  
Rina Cutler  
Edward Williams  
Jeffrey Wilkerson

Non-Voting Members

Federal Highway Administration  
New Jersey Division  
Pennsylvania Division

Sandra Brillhart  
(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	(not represented)
Southeastern Pennsylvania Transportation Authority	Byron Comati
New Jersey Transit Corporation	Lou Millan
New Jersey Department of Environmental Protection	(not represented)
Pennsylvania Department of Environmental Protection	(not represented)
Delaware River Port Authority	Mark Lopez
Port Authority Transit Corporation	John Rink
Pennsylvania Department of Community and Economic Development	Lisa Worden
New Jersey Office for Planning Advocacy	Katherine Meade

DVRPC Co-Counsel

Pennsylvania Co-Counsel	James Kilcur
New Jersey Co-Counsel	Thomas Coleman

DVRPC Staff: Barry J. Seymour, Donald Shanis, Charles Dougherty, Tom McGovern, John Ward, Elizabeth Schoonmaker, Chris Puchalsky, Patti Elkis, David Andersen, Candace Snyder, Paul Smith, Jane Meconi and Jean McKinney.

Guests

Pennsylvania Department of Transportation (Dist. 6)	Linda Guarini
New Jersey Department of Transportation	Andy Clark
Delaware River Joint Toll Bridge Commission	Glenn Reibman
Cross County Connection TMA	William Ragozine
Residents for Regional Traffic Solutions, Inc.	Sue Herman
Pennsylvania Transit Expansion Coalition	Jon Frey
Citizen, Cheltenham Township	Bridget Chadwick
Citizen	Aissia Richardson

**Call to Order - Chair's Comments**

Chair Louis Cappelli called the meeting to order at 10:06 a.m.

Chair Cappelli welcomed new representatives and alternates to the Board: Brett Tanzman, New Jersey Governor's Appointee alternate; Adam Gattuso, Pennsylvania Governor's Appointee alternate; Turea Hutson, Montgomery County alternate; and Mark Lopez, Delaware River Port Authority.

### **Public Comments on Agenda and Non-Agenda Items**

Jon Frey, City of Philadelphia, asked what is DVRPC's email retention policy.

Barry Seymour, DVRPC Executive Director, responded that all emails pass through to personal computers and are not retained on a central server. Individual staff manage their emails. It is recommended to the staff that essential emails are saved and non-essential emails deleted.

Bridget Chadwick, Cheltenham Township, commented on TIP PA11-70; increasing preliminary engineering and final design of the Adams Avenue Connector, City of Philadelphia. Ms. Chadwick was particularly concerned with the increase of the estimated construction costs and the description of the project which does not explain what will be built for pedestrians, bicycles, and transit riders. Ms. Chadwick also had the same concerns with the US 322 Final Design project in Delaware County.

#### **1. Minutes of Meeting of April 26, 2011**

On a Motion by Ms. Cutler, seconded by Mr. Kuhn, the minutes of April 26, 2012 were approved as distributed.

#### **2. Transportation Improvement Program (TIP) Action**

Elizabeth Schoonmaker, DVRPC Manager, Office of Capital Programs, presented to the Board the following TIP Actions:

##### **a. PA11-69: Exton Train Station Rehabilitation (MPMS# 93588), SEPTA**

SEPTA has requested that DVRPC amend the FY2011-2014 TIP for Pennsylvania by adding the Exton Train Station Rehabilitation project (MPMS# 93588), into the TIP with a \$919,785 (\$735,828 Section 5309-S/ \$153,297 State Section 1516 / \$30,660 local) FY12 engineering and design phase. Funds will be provided by PennDOT's Statewide Keystone Corridor Line Item of FTA Section 5309-S funds and State Section 1516.

The station platforms are to be converted to new high level platforms on the inbound and outbound sides with new canopies, covered passenger waiting area and windscreens. A new station building will be provided on the inbound

side. The project will include upgraded site and platform lighting, signage, new passenger amenities, increased bike storage, and improved pedestrian site access. The design will include green and sustainability technologies and construction methods. All design and construction shall be fully-compliant with applicable accessibility regulations and the Americans with Disabilities Act (ADA).

The Exton Station located in Chester County is a component of the Keystone Corridor rail service between Philadelphia and Harrisburg. Sharing some of the operating characteristics of the Northeast Corridor (NEC) main line, the Amtrak-owned and operated Philadelphia-Harrisburg segment (104 miles) is a mature passenger corridor, with frequent intercity trains (14 round trips per average workday, most of which operate on the NEC beyond Philadelphia to New York from Harrisburg) and SEPTA commuter trains for part of the route between Downingtown and Philadelphia. This line has multiple tracks, full electrification, and almost complete grade separation from the highway grid. The improvement will move the Keystone Corridor towards full ADA accessibility, and provide an improved environment to foster increased ridership.

Financial constraint will be maintained and is provided by PennDOT's Bureau of Public Transit's Section 5309 sub allocation and the TIP's current conformity finding will not be impacted by this amendment as project is exempt from the regional Air Quality Analysis.

Favorable recommendation was received from the Planning Coordinating Committee/Regional Transportation Committee (PCC/RTC) that the Board approve TIP Action PA11-69.

A public comment was received in favor of TIP Action PA11-69.

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

**MOTION** by Commissioner Farrell, seconded by Mr. Mosca, that the Board approve TIP Action PA11-69, SEPTA's request to amend the FY2011-2014 TIP for Pennsylvania by adding the Exton Train Station Rehabilitation project (MPMS# 93588), into the TIP with a \$919,785 (\$735,828 Section 5309-S/ \$153,297 State Section 1516 / \$30,660 local) FY12 engineering and design phase. Funds will be provided by PennDOT's Statewide Keystone Corridor Line Item of FTA Section 5309-S funds and State Section 1516.

**b. PA11-70: Additional Design Start Funding Provided to the DVRPC Region, Various Counties**

PennDOT has requested that DVRPC amend the FY2011-2014 TIP for Pennsylvania by adding \$15,425,000 of state 581 design funds in FY12 to three TIP projects which have been deferred due to lack of sufficient funding in the region. These state funds must be encumbered in FY12, and the action advances two projects that have been on the DVRPC "Illustrative Unfunded List" for the last 2 years. This action reflects an effort to make sure projects are in the design pipeline should there be a new revenue source, and a statewide initiative has made FY12 state funds available to PennDOT Districts throughout the state.

Funds have been made available to advance preliminary engineering and/or final design for the following projects in the DVRPC region:

- 1) \$6,600,000 for US 322 Final Design (MPMS #14747), Delaware County. These funds will enable completion of the final design phase for this seven mile corridor through Delaware County. This project (MPMS #14747) serves as the final design phase for corridor improvements to Route 322/Conchester Road between I-95 and US 1, and approximately \$17 million has already been provided for final design of this project in previous TIPs. The roadway will be reconstructed and will provide an additional travel lane in each direction (from two lanes to four lanes), but will require selective widening of the roadway only in certain areas. The project has been evaluated and "right-sized" for an estimated project cost of \$240 million (See MPMS #69815, 69816 and 69817). Some of the jug handles have been eliminated from the original concept, and a grass and curb median will be provided in the Upper Chichester area of the project. Efforts will be made to reduce needs for pavement widening.
- 2) \$5,825,000 for US 1 Improvement (MPMS #93446) Preliminary Engineering (\$2,500,000) and Final Design (\$3,325,000) for this new breakout project from the full corridor of \$200 million for US 1 Expressway Reconstruction (MPMS #13549), Bucks County. The full corridor project has been on the Illustrative Unfunded List. This 2.1 mile section of US 1 is from north of the CSX/SEPTA overpass to north of PA 413 in Middletown Township and Langhorne Manor Borough. The funding will provide for the US 1 frontage road cross-section to be reconstructed and reconfigured to provide right shoulders along US 1 and to eliminate the multiple frontage road crossovers. Additional construction includes the rehabilitation of the bridge carrying US 1 over Highland Avenue. This advance breakout project has an estimated \$20

million construction cost and will eliminate safety hazards caused by multiple cross-over locations.

- 3) \$3,000,000 for Adams Avenue Connector (MPMS #17782) Preliminary Engineering (\$1,500,000) and Final Design (\$1,500,000), Philadelphia. This project provides for the extension, reconstruction, and realignment of Adams Avenue from Torresdale Avenue to Aramingo Avenue. Adams Avenue will be extended from the current terminus of Ashland Street to intersect directly with Aramingo Avenue on the east side of Frankford Creek, in addition to providing direct connections to the reconfigured Betsy Ross/I-95/Aramingo interchange (see MPMS #79903). Once completed in conjunction with the I-95 Betsy Ross Interchange project, Adams Avenue will provide direct access to I-95, the Betsy Ross Bridge and Aramingo Avenue for the Juniata, Feltonville and Frankford sections of the city via Torresdale Avenue and Adams Avenue. This project has an anticipated construction cost of \$15 million.

Financial constraint will be maintained as these are additional funds to the region and the TIP's current conformity finding will not be impacted by these actions.

Favorable recommendation was received from the PCC/RTC that the Board approve TIP Action PA11-70.

No public comments were received.

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

**MOTION** by Commissioner McBlain, seconded by Ms. Cutler, that the Board approve TIP action PA11-70, PennDOT's request to amend the FY2011-2014 TIP for Pennsylvania by adding \$15,425,000 State 581 funds in FY12 for preliminary engineering and final design of the following projects:

- \$6,600,000 State 581 for US 322 FY12 Final Design (MPMS #14747), Delaware County
- \$5,825,000 State 581 for US 1 Improvements (MPMS #93446) (breakout of US 1 Expressway Reconstruction), FY12 Final Design, Bucks County

- \$3,000,000 for Adams Avenue Connector (MPMS #17782) Preliminary Engineering (\$1,500,000) and Final Design (\$1,500,000), Philadelphia

**c. NJ12-18: Bridge Replacement, Future Projects (DB# 08381), Statewide**

NJDOT has made a request to amend the FY2012-2015 Statewide TIP (STIP) for New Jersey by deleting a project from the four year Statewide program: FY12-FY15: Bridge Replacement, Future Projects (DB# 08381) which currently has \$22,402,000 federal bridge funds in FY12. The FY12 funds will not be used this fiscal year for specific bridge projects, and elimination of this funding does not impact advancement of proposed improvements. As part of a series of multiple funding shifts demonstrated in NJDOT fiscal constraint charts (attached), some of which accommodate a federal and state funding swap between NJDOT and NJ TRANSIT, the funds removed from the Bridge Replacement program help contribute to additional resources for the Statewide Resurfacing Program.

Further shifts to the Bridge Replacement Program are proposed for the out years' long-term outlook by adjusting funding levels accordingly: FY17 Engineering Right-of-Way and Construction phase will change from \$77,720,000 to \$97,220,000 State funds, FY18 Engineering Right-of-Way and Construction phase will change from \$115,490,000 State/\$16,609,000 Bridge to \$111,990,000 State/\$6,941,000 Bridge, FY19 Engineering Right-of-Way and Construction phase will change from \$137,990,000 State/\$162,092,000 Bridge to \$134,490,000 State/\$166,092 Bridge, FY20 Engineering Right-of-Way and Construction phase will change from \$134,490,000 State/\$240,292,000 Bridge to \$130,990,000 State/\$243,918 Bridge, and FY21 Engineering Right-of-Way and Construction phase will change from \$131,990,000 State/\$332,492,000 Bridge to \$128,490,000 State/\$336,492,000 Bridge.

This action is part of a federal and state funding swap between NJ TRANSIT (NJT) and the New Jersey Department of Transportation (NJDOT). NJT and NJDOT will exchange funds for the mutual benefit of both agencies. This swap necessitated a variety of funding shifts, few of them directly impacting DVRPC projects.

NJ TRANSIT will receive federal funding to be used for preventive maintenance of the rail and bus fleet. NJ TRANSIT has defined a need which these federal funds can meet, to adequately fund a state of good repair of rail and bus equipment. NJDOT will receive state funding in the same amount to be used for critical infrastructure projects throughout the state.

At the time the current FY2012 TIP was developed, NJ TRANSIT assumed higher levels of federal funding to address NJT needs as part of the state financial guidance/revenue projections, but because of inaction in the US Congress resulting in less funding being available, and because New Jersey state funds from the State Transportation Trust Fund (TTF) cannot be used for maintenance, exchanging these funds offers a solution on meeting both NJDOT and NJ TRANSIT needs.

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

Favorable recommendation was received from the PCC/RTC that the Board approve TIP action NJ12-18.

No public comments were received.

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

**MOTION** by Mr. Kuhn, seconded by Mr. Lawson, that the Board approve TIP action PA12-18, NJDOT's request to amend the FY2012-2015 STIP for New Jersey deleting a project from the four year Statewide Program, FY12-FY15: Bridge Replacement, Future Projects (DB# 08381). Further, adjust the long-term outlook by changing the projected funding levels by reprogramming as follows: FY17 Engineering Right-of-Way and Construction phase will change from \$77,720,000 to \$97,220,000 State funds, FY18 Engineering Right-of-Way and Construction phase will change from \$115,490,000 State/\$16,609,000 Bridge to \$111,990,000 State/\$6,941,000 Bridge, FY19 Engineering Right-of-Way and Construction phase will change from \$137,990,000 State/\$162,092,000 Bridge to \$134,490,000 State/\$166,092 Bridge, FY20 Engineering Right-of-Way and Construction phase will change from \$134,490,000 State/\$240,292,000 Bridge to \$130,990,000 State/\$243,918 Bridge, and FY21 Engineering Right-of-Way and Construction phase will change from \$131,990,000 State/\$332,492,000 Bridge to \$128,490,000 State/\$336,492,000 Bridge.



**d. NJ12-19: Resurfacing, Federal (DB# 99327A), Various Counties**

NJ DOT has made a request to amend the FY2012-2015 TIP for New Jersey by adding funding for Resurfacing, Federal project (DB# 99327A) for the engineering and construction phase in the amount of \$17,322,000 NHS (FY14 \$10,584,000 NHS/FY15 \$4,416,000 NHS/FY16 \$2,322,000 NHS). NJDOT is refocusing efforts on advancing resurfacing projects and additional funding is being programmed to fund that effort. Currently there is no funding programmed in the four year TIP period of the DVRPC Resurfacing, Federal Program. This action increases the four year programming by \$15,000,000, and FY16 programming by \$2,322,000, for a total addition of \$17,322,000 during the five year period from FY12 to FY16. The resurfacing locations for these future year funds are yet to be identified.

This action is one of a series of multiple funding shifts demonstrated in NJDOT fiscal constraint charts (attached), some of which accommodate a federal and state funding swap between NJDOT and NJ Transit (NJT). NJT and NJDOT will exchange funds for the mutual benefit of both agencies. This swap necessitated a variety of funding shifts, few of them directly impacting DVRPC projects.

NJT will receive federal funding to be used for preventive maintenance of the rail and bus fleet. NJT has defined a need which these federal funds can meet, to adequately fund a state of good repair of rail and bus equipment. NJDOT will receive state funding in the same amount to be used for critical infrastructure projects throughout the state.

At the time the current FY2012 TIP was developed, NJT assumed higher levels of federal funding to address NJT needs as part of the state financial guidance/revenue projections, but because of inaction in the US Congress resulting in less funding being available, and because New Jersey state funds from the State Transportation Trust Fund (TTF) cannot be used for maintenance, exchanging these funds offers a solution on meeting both NJDOT and NJT needs.

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

Favorable recommendation was received from the PCC/RTC that the Board approve TIP Action PA12-19.

No public comments were received.

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

**MOTION** by Mr. Williams, seconded by Mr. Kuhn, that the Board approve TIP action PA12-19, NJDOT's request to amend the FY2012-2015 TIP for New Jersey by adding funding for Resurfacing, Federal project (DB# 99327A) for the engineering and construction phase by \$17,322,000 NHS (FY14 \$10,584,000 NHS/FY15 \$4,416,000 NHS/FY16 \$2,322,000 NHS).

e. **NJ12-20: Route 168, Newton Lake Dam (DB# 01323), Camden County**

NJ DOT has requested that DVRPC modify the FY2012-2015 TIP for New Jersey by increasing design funding for Route 168, Newton Lake Dam (DB# 01323), in FY12 by \$600,000 STP funds. An updated cost estimate had been developed.

The project will replace a hydraulically inadequate spillway. This dam is identified as a Class 2 rating. The current spillway structure is not adequate to pass the design flood without overtopping the dam. NJ Department of Environmental Protection, Dam Safety Section has asked for a complete study of the watershed and has requested the construction of an adequate spillway. Right-of-way acquisition is programmed for \$200,000 in FY13, while construction is programmed for \$4.7 million in FY15.

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

Favorable recommendation was received from the PCC/RTC that the Board approve TIP Action NJ12-20.

Public comments were received in favor of TIP NJ12-20.

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

**MOTION** by Ms. Thomas, seconded by Mr. Kuhn, that the Board approve TIP action PA12-20, NJDOT's request to modify the FY2012-2015 TIP for New Jersey by increasing design funding for Route 168, Newton Lake Dam (DB# 01323), in FY12 by \$600,000 STP funds.

### **3. One Minute Reports**

John Rink, PATCO, reported that a survey has been posted on the PATCO website for public comment on the Quiet Car Pilot Program. At the end of May PATCO will compile the results.

Lou Millan, New Jersey Transit, commented that a few months ago DVRPC approved the use of CMAQ funding for proposed bus rounds to serve the Princeton Medical Center and announced that service, the 655 Bus Route, has begun. The bus service runs 23 round trips per day.

David Kuhn, New Jersey Department of Transportation, reported that the ribbon cutting for the Route 52 Causeway is taking place on May 24, 2012.

Commissioner McBlain, Delaware County, reported that one of the Delaware County refineries has been purchased by Delta Airlines.

Leslie Richards, Montgomery County Commissioner, commented that the Lafayette Street Connector corridor project has begun.

Rina Cutler, City of Philadelphia, reported that the City signed a partnership agreement with EPA on the future of storm water management; a \$2.1 billion program over the next 25 years. In the past, EPA has required gray infrastructure to be the sole solution for storm water management, however, the City has been working with EPA and they have reached an agreement for a new program. If this is successful, this program could be a model for other regions.

Ms. Cutler also reported that the City has completed the bio-solids facility at the Southeast Water Plant which will be opening shortly.

Whitney White, City of Chester, reported that the Chester Economic Development Authority and the White House is holding an Export Forum on June 7, 2012 and invited members and alternates of the Board to attend.

Louis Cappelli, Jr., Camden County Freeholder, commented that a contract award is near for the reconstruction of the Baird Boulevard Bridge.

### **4. Nominating Committee Report: Proposed Candidates for Fiscal Year 2013**

Mr. Seymour reported the Nominating Committee's proposed candidates for Fiscal Year 2013 as follows:

Chair: Terence Farrell, Chester County Commissioner  
Vice Chair: David Kuhn, New Jersey Department of Transportation  
Secretary: Leslie Richards, Montgomery County Commissioner  
Treasurer: Louis Cappelli, Jr.: Camden County Freeholder

Elections will take place at the regular June Board Meeting and at that time nominations will be taken from the floor.

**5. PRESENTATION: Traffic Calming Alternatives for Routes 130 and 206 in Bordentown, Burlington County**

David Anderson, DVRPC Manager, Office of Transportation and Corridor Studies, presented to the Board an update of a study prompted by NJDOT, Burlington County, Bordentown City and Bordentown Township to address local safety issues. The goals of the study were to improve safety, improve connectivity, mitigate heavy vehicles, and provide opportunities for economic redevelopment.

Mr. Andersen then presented maps and charts showing the existing conditions along the study corridor. These included annual average daily traffic; actual speed vs. posted speed; shoulders and driveways; and US 130 central section information.

Short-term improvements include (1) shoulder striping, deceleration lanes, and median break redesign in the area of Mastoris Restaurant; and (2) a heavy vehicles (trucks) bypass road.

A proposed solution was presented for the major issues which include: (1) US 130/206 at Ward Avenue/Elizabeth Street and Northern Merge; (2) US 130/206 at Crosswicks Street; (3) Southern Merge; and (4) US 206 at Farnsworth Avenue and Georgetown Road.

Mr. Andersen then presented a summary of alternatives and the goals which would be achieved.

**6. DVRPC Household Travel Survey – “Answer the Call”**

Chris Puchalsky, DVRPC Associate Director, Technical Services Division, Office of Modeling and Analysis, presented to the Board an update of the Household Travel Survey.

The goal of the survey is to gather 12 months of travel data from the nine county DVRPC region and determine travel behavior by urban versus suburban versus rural; income group; auto-ownership; and household composition (number of people, number of workers). The survey will also help the development of the Travel Improvement Model 3.0 and support other planning activities with up-to-date information for the region.

Outreach to the public for the survey will be to inform them of the purpose, benefits, and process of the Household Survey. DVRPC will work to gain the public's confidence in the legitimacy of the household survey and address public concerns regarding how privacy will be preserved, how the data will be collected, processed, maintained, and employed.

Mr. Puchalsky concluded that a pilot survey will be available July through August 2012 and the main survey will be available from September 2012 through September 2013. The survey report and data files will be available January 2014.

## **7. Executive Director's Report**

### **a. PennVest Tree Planting Events**

Mr. Seymour reported that there have been five events promoting the PennVest Tree Planting program. 3400 trees will be planted at this time and DVRPC will submit another application to PennVest for another round in August.

### **b. TIP/Plan Public Meeting**

Two public meetings were held; one at DVRPC and one in New Jersey. The meeting on May 15, 2012 at DVRPC was to gather public comments on the Pennsylvania TIP, the Long Range Plan amendment, and the Air Quality Conformity. The meeting held on May 22, 2012 in New Jersey was to gather comments on the Long Range Plan amendment and the Air Quality Conformity. The comments are due by June 5, 2012 and adoption of the TIP, Long Range Plan amendment, and Air Quality Conformity will be at the regular June Board meeting.

### **c. Public Participation Task Force**

Selection for the Public Participation Task force and Citizen-at-Large participants is complete. The first meeting of the Task Force will be in July.

d. Classic Towns Photo Contest

A photo contest was organized to promote the Classic Towns program. Over 1200 photos have been submitted and the due date is now closed. A jury will be convened to judge the winning photos in different categories, with an award event held in August.

e. "The Circuit" and Trail Announcement

A press event for "The Circuit" will take place on May 31, 2012 at 2:00 p.m.

f. Right-to-Know Challenges

The DVRPC Pennsylvania Co-Counsel from Saul Ewing represented DVRPC in Commonwealth Court on May 16, 2012 for the right-to-know case against the Pennsylvania Office of Open Records.

g. TransitChek Challenges

Ownership of the TransitChek program trademark, used by DVRPC for our commuter benefit program modeled under the New York Port Authority's program, has recently been acquired by Wage Works. Wage Works now is interested in expanding its operation to Philadelphia which may change the way DVRPC administers their present TransitChek program. Discussions are ongoing with Wage Works and others for a comparable solution.

h. NARC National Conference

The National Association of Regional Councils will host its 2013 Conference in Philadelphia and has asked DVRPC to assist with the planning. NARC is planning to invite numerous elected officials to the Conference.

i. State and Federal Transportation Investment Plans

A summary of the Pennsylvania Senate Democratic Infrastructure Investment Plan, a letter from Transportation Secretary Ray LaHood to The Honorable Barbara Boxer, Chairwoman, Committee on Environment and Public Works, and a Comparison Chart of Major Policy Provisions of proposed federal legislation were distributed to the Board.

j. DVRPC Recognition

Mr. Seymour announced that the New Jersey Southern Area First Responders Incident Management Task Force formally recognized DVRPC with a plaque for their leadership, dedication, and guidance in promoting safe traffic incident management practices in the NJ 42, NJ 55, I-676, and I-295 Corridors.

**7. Committee Reports**

Donald Shanis, DVRPC Deputy Executive Director reported that the Planning Coordinating Committee/Regional Transportation Committee continues its discussions on the Transportation Management Association issues. Mr. Shanis also mentioned that a presentation was given by the DVRPC staff on *Modeling Economic Impact of Transportation Investments and Improvements – Three Models*. Also a brief summary was provided on the FHWA workshop hosted by DVRPC on hard shoulder running to acquaint the region's planners and engineers on the concept.

**OLD BUSINESS**

No old business was stated.

**NEW BUSINESS**

No new business was stated.

There being no further business, the meetings was adjourned at 11:24 a.m.

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](http://www.dvrpc.org)) or call (215) 238-2871.