

**DELAWARE VALLEY REGIONAL PLANNING COMMISSION**

**BOARD COMMITTEE**

**Minutes of Meeting of September 22, 2005**

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

Membership Present

Representative

New Jersey Department of Community Affairs

Joyce Paul

New Jersey Department of Transportation

Jim Lewis

New Jersey Governor's Appointee

Keith D. Barrack

Pennsylvania Governor's Appointee

Richard W. Hayden, Esq.

Pennsylvania Governor's Policy Office

(not represented)

Pennsylvania Department of Transportation

Robert Hannigan  
James Mosca

Bucks County

Lynn Bush

Chester County

Carol Aichele  
William H. Fulton

Delaware County

John Pickett

Montgomery County

Lewis F. Gould, Jr. Esq.

Burlington County

Jerald R. Cureton, Esq.  
Carol Ann Thomas

Camden County

Thomas J. Gurick

Gloucester County

William M. Krebs  
Charles E. Romick

Mercer County

Donna Lewis

City of Chester	(not represented)
City of Philadelphia	Gary Jastrzab
City of Camden	Edward Williams
City of Trenton	Andrew Carten

Non-Voting Members

Federal Highway Administration New Jersey Division	Joung H. Lee
Pennsylvania Division	Spencer Stevens
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	Herman Volk
Federal Transit Administration, Region III	(not represented)
Southeastern Pennsylvania Transportation Authority	David Fogel
New Jersey Transit Corporation	Jerry Lutin
Port Authority Transit Corporation	Cheryl Spicer
Delaware River Port Authority	James McQuilkin
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	Dennis Winters

DVRPC Co-Counsel

Pennsylvania Co-Counsel	Timothy J. Carson
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New Jersey Co-Counsel

Thomas J. Coleman

DVRPC Staff:

John J. Coscia, Donald Shanis, William Greene, Thabet Zakaria, Chick Dougherty, John Ware, Richard Bickel, Roger Moog, Elizabeth Schoonmaker, Candace Snyder, and Jean McKinney.

Guests

Pennsylvania Department of Transportation	Linda Guarini (Dist. 6-0)
New Jersey Department of Transportation	Mark Stout Brian Cuccia
Delaware River Joint Toll Bridge Commission	Roger Sager
Cross-County Connection Transportation Management Association	William Ragozine
Senator Arlen Specter's Office	Michael T. Oscar John Schnaedter

**Call to Order**

Thomas J. Gurick, Chair, called the meeting to order at 10:45 a.m.

Chair Gurick introduced and welcomed Michael T. Oscar from Senator Specter's office.

**Public Comments on Non-Agenda Items**

Dennis Winters, DVRPC Regional Citizens Committee Chair, announced that the 2005 *Green Building Open House and Solar Tour* is scheduled for October 1, 2005 from 10:00 a.m. to 4:00 p.m. Natural gas powered buses and will be used to visit solar sites and green buildings in Montgomery and Chester counties.

**1. Minutes of Meeting of July 28, 2005**

On a **motion** by Mr. Gould, seconded by Mr. Cureton, the minutes of the meeting of July 28, 2005 were approved as distributed.

**2. Transportation Improvement Program (TIP) Actions**

Donald Shanis, DVRPC staff, briefed the Board on the following TIP Actions:

- a. TIP Action NJ05-40: Bus Stop Enhancement Project, Philadelphia

PENNDOT has requested that DVRPC amend the FY2005-2008 TIP for Pennsylvania by adding a new project, the Bus Stop Enhancement Project sponsored by the Philadelphia Commercial Development Corporation PCDC). This project would be programmed with \$750,000 of specially earmarked Section 115 DEMO funds for preliminary engineering. The overall goal of the project is to improve the surrounding businesses and community during and after the SEPTA Market Street Elevated Re-construction Project by enhancing bus stop facilities and the local environment. The project will improve bus stops that intersect with and/or feed SEPTA Market Street Elevated "El" stations via the development and design of bus shelters with improved lighting, seating, security, and possible wiring for internet access.

Financial constraint will be maintained as this project is using specially earmarked Section 115 DEMO funds. The TIP's conformity finding will not be impacted by this amendment as this project is exempt.

Favorable recommendation was received from the Planning Coordinating Committee/Regional Transportation Committee (PCC/RTC) for Board approval of TIP Action PA05-40.

The Regional Citizens Committee voted to abstain on TIP Action PA05-40 due to a lack of viable information on the project.

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

**MOTION** by Mr. Jastrzab, seconded by Mr. Barrack, that the Board approve TIP Action PA05-40, PENNDOT's request to amend the FY 2005 TIP for Pennsylvania (FY2005-2008) by adding a new project, the Bus Stop Enhancement Project (MPMS #71644) by programming \$750,000 of specially earmarked Section 115 DEMO funds for preliminary engineering in FY05.

b. TIP Action PA05-41a: US 202 Five Points Intersection, Montgomery County

PENNDOT has requested that DVRPC amend the FY2005-2008 TIP for Pennsylvania by advancing a project currently programmed for construction in "Later Fiscal Years" into the FY05 and FY06 years of the TIP. The Five Points Intersection (Section 71A) has been on hold while a task force re-evaluates US Route 202 Section 700 but is now ready to advance to final design in FY05 (\$900,000 State), and right-of-way (\$800,000 Federal/\$200,000 State), utility (\$400,000 Federal/\$100,000 State), and construction (\$2.4 million federal/\$600,000 state) in FY06. The project includes widening the intersection approaches and intersection improvements of three major roads by adding additional through lanes on PA 309 and turn lanes on PA 463.

Financial constraint will be maintained by making adjustments to other existing TIP projects whose schedules or costs have changed and the TIP's conformity

finding will not be impacted by this amendment since this project was included in the regional air quality conformity analysis.

Favorable recommendation was received from the PCC/RTC for approval of TIP Action PA05-41a.

The RCC did not recommend approval of TIP Action PA05-41a, unless the project includes pedestrian bridges at not more than one-half mile intervals, and other facilities to accommodate bicyclists/pedestrians because of the large number of commercial buildings and the large number of roads in the contiguous area. The RCC also believes that additional analysis is needed, particularly regarding whether roundabouts and signalization could resolve the issues in this location.

John J. Coscia, Executive Director, responded that the RCC recommendations will be forwarded to PENNDOT for a written response.

c. TIP Action PA05-41b: Norristown Signal System, Montgomery County

PENNDOT has requested that DVRPC amend the FY2005-2008 TIP for Pennsylvania by adding a project onto the TIP, the Norristown Signal System ). The project would be programmed for construction (\$1.8 million CMAQ) in FY06. Selected as part of the DVRPC CMAQ Competitive Program in 1999, this project will provide funds to coordinate and interconnect 27 traffic signals on Main, Airy, Marshall, Swede, and Dekalb streets with various local streets in the Borough of Norristown. Signals will be replaced and traffic-responsive closed loop detectors will be installed in the roadway. PENNDOT District 6 and the Township will monitor the system which can accommodate remote access for emergency response. Pedestrian push buttons and line striping will be included.

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. This project will be included in subsequent regional emissions analysis as required by section 93.128 of the current conformity rule.

Favorable recommendation was received from the PCC/RTC and the RCC for Board approval of TIP Action PA05-41b.

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

**MOTION** by Mr. Gould, seconded by Mr. Hannigan, that the Board approve the following TIP Actions:

- (1) TIP Action PA05-41a - PENNDOT's request to amend the FY 2005 TIP for Pennsylvania (FY2005-2008) by advancing the US Route 202 Five Points Intersection project (Section 71A) (MPMS #63493) into

the TIP for \$5.4 million, and

- (2) TIP Action PA05-41b - PENNDOT's request to amend the FY 2005 TIP for Pennsylvania (FY2005-2008) by adding a new project onto the TIP, the Norristown Signal System (MPMS #16701), for construction (\$1.8 million CMAQ) in FY05.

d. TIP Action PA05-42: Transportation Enhancements (TE), Various Counties

PENNDOT has requested that DVRPC modify the FY2005-2008 TIP for Pennsylvania by increasing construction costs for two projects selected through the TE Competitive Program in order for them to advance to construction in September. PENNDOT proposes to fund the cost increases by drawing unobligated FY05 funds from the DVRPC TE Line item. No other projects will be delayed by this action, as there are no plans to obligate these funds this fiscal year. Projects requiring cost increases are as follows::

MPMS #50517 - Falls Twp Community Connector(Trail), Bucks County - \$501,000  
MPMS #65904 - Doylestown Broad Street Improvements, Bucks County - \$524,000

The Falls Township Community Connector appears on the current TIP with an \$850,000 construction phase in FY05, using a 20% Toll Credit Match, and would require \$501,000 increase. The Doylestown Broad Street Connector is currently programmed for \$601,000 for construction in FY05 and would require a \$524,000 cost increase. Both projects have completed final design phases, with design performed and paid for locally. Both projects have low bids from different contractors that came in up to 60% higher than the project budget. From past experience it has been observed that there isn't substantial savings by rebidding projects after reducing scopes. In fact it sometimes costs more when a project is rebid.

PENNDOT has proposed to pay for the cost increases by drawing down unobligated funds from the TE Line item (MPMS #64984), currently containing \$3.806 million federal TE funds. FY05 and FY06 funds are all "claimed" by projects that were recently selected through the TE Competitive Program, but the projects do not actually draw down the funds until the appropriate time when they are ready to advance to construction. If all TE projects laid claim to funds during the same fiscal year, there would not be enough to fund cost increases, but given the "rolling" nature of how projects actually reach the construction phase and obligate funding, and given the possible increased level of TE funds to the DVRPC region from the new SAFETEA-LU federal transportation bill, it may be possible to maintain the funding level for the upcoming round of the TE Competitive Program, and still fund cost increases. The worst case scenario is that the cost increases would impact the size of the "pot" for the upcoming round of TE projects. The TE Subcommittee will address the larger policy issue of how to fund cost increases in depth at the next Pennsylvania TE Subcommittee meeting, but given the end of fiscal year FY05 and two projects that are ready to begin construction now, the construction

increases for these two projects are being requested at this time.

Financial constraint will be maintained by drawing funds from the DVRPC TE Line Item, MPMS #64984 and there will be no impact on the TIP's conformity finding since these projects are exempt.

Favorable recommendation was received from the PCC/RTC and the RCC that the Board approve TIP Action PA05-42.

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

**MOTION** by Ms. Bush, seconded by Mr. Hannigan, that the Board approve TIP Action PA05-42, PENNDOT's request to modify the FY 2005 TIP for Pennsylvania (FY2005-2008) by drawing \$1.025 million TE funds from the DVRPC TE Line Item, MPMS #64984 and increasing MPMS 50517 (\$501,000) and 65904 (\$524,00).

e. TIP Action PA05-43: Federal Transit Authority (FTA) Section 5310 Program Capital Assistance, PENNDOT and Various Counties

PENNDOT has requested that DVRPC amend the FY2005-2008 TIP for Pennsylvania by programming funds for the Federal Transit Administration's Section 5310 Program (formerly Section 16(b)(2)), which provides capital assistance to private nonprofit corporations that provide transportation services for senior citizens and people with disabilities. Every year PENNDOT coordinates an application process for this program and this year has selected nine agencies in the DVRPC region to program a total of \$1,174,000 in FY05 for the purchase of 21 vehicles for the following agencies:

Agency	County	Federal Share	Local Share	Total Cost
Bucks County Transport, Inc.	Bucks	\$194,560	\$48,640	\$243,200
St. Luke's Quakertown Hospital	Bucks	\$37,680	\$9,420	\$47,100
Chandler Hall Health Services.	Bucks	\$74,560	\$18,640	\$93,200
Cerebral Palsy Assoc. of Chester County, Inc.	Chester	\$195,520	\$48,880	\$244,400
Community Transit of Delaware County, Inc.	Delaware	\$134,640	\$33,660	\$168,300
Intercommunity Action, Inc.	Delaware	\$34,800	\$8,300	\$43,100
Suburban Transit Network, Inc.	Montgomery	\$172,480	\$43,120	\$215,600
Programs Employing People (PEP)	Philadelphia	\$40,000	\$10,000	\$50,000

University of Pennsylvania School of Nursing/ d.b.a. LIFE	Philadelphia	\$55,280	\$13,820	\$69,100
<b>Total</b>		\$939,200	\$234,800	\$1,174,000

Financial Constraint will be maintained as these are additional funds to the region and there will be no impact on the TIP's conformity finding since these projects are exempt.

Favorable recommendation was received from the PCC/RTC and the RCC that the Board approve TIP Action PA05-43.

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

**MOTION** by Mr. Barrack, seconded by Hayden, that the Board approve TIP Action PA05-43, PENNDOT's request to amend the FY 2005 TIP for Pennsylvania (FY2005-2008) by adding funds into the TIP for the FTA's Section 5310 Program (MPMS #62150). This amendment will program a total of \$1.174 million (\$939,200 Section 5310 funds/\$234,800 Local Match) in FY05.

**3. DVRPC Fiscal Year 2006 Planning Work Program Amendment: NJDOT Airport Master Plan Studies for South Jersey Regional Airport, Burlington County and Cross Keys Airport, Gloucester County**

Roger Moog, DVRPC staff, briefed the Board on the master plan studies for two New Jersey airports and explained that as part of its airport development program for the state, NJDOT has requested that DVRPC Aviation staff complete two preliminary planning studies for airports in its region. Regional planning knowledge and facility expectations will be integrated into the studies to provide local as well as statewide perspective.

DVRPC will complete two studies, one each at two South Jersey airports in the DVRPC Regional Aviation Systems Plan (RASP). At South Jersey Regional Airport, staff will assess the regional system role currently and in the future, which will establish any necessary capital expansion. At Cross Keys Airport, staff will update the Airport Layout Plan (ALP) using DVRPC resources and baseline data and graphics previously produced by the New Jersey Division of Aviation consultant, Clough Harbor Associates.

\$97,500 in state funding through the New Jersey Department of Transportation. Funding will be used for DVRPC staff to complete these two analyses.

Favorable recommendation was received from the PCC/RTC and the RCC that the Board amend the FY 2006 Planning Work Program to include this project.

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



**MOTION** by Mr. Krebs, seconded by Mr. Lewis, that the Board amend the DVRPC FY2006 Work Program to include a project to undertake master plan studies for the South Jersey Regional Airport in Burlington County and the Cross Keys Airport in Gloucester County to determine future capital needs.

**4. Recommended Priority Projects for the New Jersey Transportation Enhancements (TE) Program for FY 2005**

Charles Dougherty, DVRPC staff, explained to the Board that the federally funded Transportation Enhancements Program enables local governments and organizations to implement "non-traditional" projects that enhance the transportation experience, mitigate the impacts of transportation facilities on communities and the environment, and enhance community character through transportation-related improvements. Federal law requires states to set aside 10% of their federal Surface Transportation Program funds for the TE Program. While Pennsylvania and New Jersey conduct their programs differently, DVRPC is involved in the project selection process of both states.

As part of the New Jersey TE selection process, DVRPC staff participates on the NJDOT statewide Transportation Enhancement Advisory Committee, along with the other two MPOs, NJDOT, the Office of Smart Growth, and NJ TRANSIT (FHWA observes and monitors the process). Members of the committee are asked to evaluate the candidate projects, applying NJDOT's 12 selection criteria. NJDOT staff visit each site and confer with other agencies before providing comments to the committee. Projects are evaluated against each other within categories. The Advisory Committee recommends to the Commissioner a short list of the highest rated projects for selection at his discretion. While there are no set funding levels

by category, the short list is developed with consideration given to geographic distribution and variety of projects.

In the 2005 TE Program, 35 applications were received and evaluated from the DVRPC portion of New Jersey. DVRPC invited the members of the New Jersey Subcommittee of the RTC to assist in the evaluation process by providing input and local knowledge on projects in their area. The subcommittee will meet on September 16, 2005. The list of projects developed by the subcommittee will then be presented to the Board for its endorsement so that it can be sent to the Statewide TE Advisory Committee for consideration as it develops its short list for the Commissioner. The Advisory Committee will meet on September 30, 2005 to review all applications and make its recommendations.

Favorable recommendation was received from the PCC/RTC and the RCC for Board approval of the list of TE projects.

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

**MOTION** by Mr. Krebs, seconded by Mr. Lewis, that the Board approve the list of projects recommended by the New Jersey Subcommittee for the FY 2005 NJDOT Transportation Enhancements Program, and direct DVRPC staff to forward the project list to the NJDOT Statewide TE Advisory Committee for the Commissioner's review and approval.

**5. Pennsylvania Infrastructure Investment Authority (PENNVEST) Funding Request in Montgomery County**

Patty Elkis, DVRPC staff, explained to the Board that PENNVEST is an independent agency of the Commonwealth of Pennsylvania managed by a 13-member Board of Directors and chaired by the Governor, which provides funding for drinking water, wastewater treatment and stormwater management projects. The Program provides long-term loans through a revolving loan fund to municipalities, authorities and some private entities at below-market interest rates. PENNVEST has recently begun a program to provide loans for brownfield assessments and remediation.

PENNVEST has forwarded one application to DVRPC for review for consistency with the regional plan as follows:

Montgomery County

- Lower Perkiomen Valley Regional Sewer Authority requests a \$25,000,000 PENNVEST loan to expand the capacity of the Oaks Waste Water Treatment plant from 10.5 mgd to 14.25 mgd. The proposed increase in capacity is noted to serve new development and growth in the area around Routes 422 and 29 and surrounding areas in Collegeville, Lower Providence, Perkiomen, Skippack, Trappe and Upper Providence.

This project serves to alleviate existing problems and is in an area already developed or identified as a Future Growth Area as designated in the DVRPC Year 2030 Plan. As such, this project is consistent with the goals and policies of the regional plan.

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

**MOTION** by Mr. Gould, seconded by Mr. Barrick, that the Board authorize the Executive Director to send a letter notifying PENNVEST that the funding request for the Lower Perkiomen Valley Regional Sewer Authority in Montgomery County is consistent with the Destination 2030 Plan.

**6. Status Report on the Discussions between New Jersey Department of Transportation (NJDOT), Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA) on Available Funding for the FY 2006-2008 TIP**

Mark Stout, NJDOT, updated the Board on the status of NJDOT's discussions with the Federal review agencies in an attempt to obtain approval for FY06 the New Jersey State Transportation Improvement Program (STIP). Mr. Stout stated that after circulation of the STIP document to the federal agencies, issues were raised with reference to fiscal constraint. The two specific issues of concern were: (1) multi-year funding, and (2) the New Jersey Trust Fund which needs to be replenished. Mr. Stout remarked that in July 2005 documentation to support these concerns was given to the federal agencies and it was believed that these issues were resolved. However, after a long wait for a response, the FY06 STIP was not approved and NJDOT was also notified that they should expect severe sanctions to be placed on the existing FY05 STIP.

Along with Mr. Stout and a DVRPC representative, Commissioner Jack Lettiere traveled to Washington in September to meet with the Acting Federal Highway Administrator to explain how NJDOT's programming and planning practices are consistent with federal laws and regulations. It is believed that an agreement was reached at the September meeting, however, some details still need to be worked through and NJDOT is prepared to discuss and produce additional documentation, if needed, to move forward implementation of the STIP.

Mr. Coscia commented that he also felt the cause of the delay for STIP approval pertained to the multi-year funding and the depletion of the New Jersey Trust Fund. The federal agencies believe that it is not appropriate to list multi-year funding for a major project and believe that the entire amount for such a project should be shown in the first year. NJDOT has explained that you can program the TIP on a multi-year basis.

Mr. Coscia then stated that the New Jersey Trust Fund will be used to pay New Jersey's debts and will be depleted as of FY 2007. NJDOT has suggested that the same amount of FY06 state funding could be put into the Trust Fund for FY07 with the expectation that the state legislature would approve a tax adjustment. Therefore, whenever the TIP is signed by the New Jersey Governor, it would then be the states' responsibility to determine how to obtain the funds for the Trust Fund. The Washington delegation, however, does not fully agree and believes the funds must be readily available.

## **7. Regional Citizens Committee (RCC) Report**

Dennis Winters, RCC Chair, reported additional items from the RCC meeting held on September 13, 2005 as follows.

Roundabouts: The RCC recommends that DVRPC, PENNDOT, and NJDOT follow the New York Department of Transportation's lead by adopting a roundabout-by-default policy before a stoplight is considered. The benefits of roundabouts have been cited many times and include saving lives, slowing vehicle speeds, providing efficient traffic flow, reducing pollution, and saving money. Roundabouts also now

qualify for 100% federal transportation funding. Further, the RCC requests that this resolution be considered this year.

Complete Streets/SAFETEA-LU Safe Routes to School Program: The RCC recommends that DVRPC/NJDOT/PENNDOT work with the counties in the region to implement an explicit safe routes to school/complete streets plan at all levels of government.

Mr. Coscia responded that he would ask the DVRPC staff to review the Roundabouts recommendation, discuss it with the RTC, and report the results to the Board.

Mr. Coscia also commented that staff would work to developing the Safe Routes to School Program.

#### **8. DVRPC FY 2007 Planning Work Program (PWP) Development**

Mr. Coscia reported the activities of the September 22<sup>nd</sup> meeting of the Board Work Program Committee. The new SAFETEA-LU requirements were discussed and it appears that a sizable increase of funding (approximately \$1 million) is available as a result of the new bill. A list of recommended work program projects was distributed to the Board which showed the continuing, mandated and phased projects, priorities and emphasis areas, and new project ideas.

A meeting has been scheduled for 10:00 a.m. October 25, 2005 at DVRPC to review the entire list of projects submitted by the counties, the operating agencies, the state DOT's, and the DVRPC staff. At this meeting, the recommended projects will be voted on and ranked.

Mr. Coscia then discussed the recent hurricane, Katrina, and the criticism of the Louisiana evacuation plan. An Philadelphia Inquirer article entitled: *Task Force to Assess Disaster Readiness* (distributed to the Board) stated the Mayor Street has created a 10-person task force to reassess the city's emergency-preparedness plans.

DVRPC, all the transportation agencies, operation agencies, state and county agencies, turnpike commission, etc. meet quarterly and have found that there is a serious disconnect between the cities and the counties for evacuation planning. There seems to be a great need to bring these agencies together to examine the inter-county, inter-state aspects of evacuation plans on a regional scale. Mr. Coscia believes that DVRPC could help with this work by bringing together all involved agencies to review their plans, place these plans through DVRPC's Geographic Information System (GIS) and then discuss what may be needed to close the gaps and produce a viable evacuation plan. Mr. Coscia proposes \$100,000 for Pennsylvania and \$50,000 for New Jersey in the Work Program to add a project entitled Transportation Evacuation Plan Coordination .

In conclusion, Mr. Coscia stated that he believes that this coordination is greatly

needed and asked the Board to respond and recommend whether DVRPC should consider such a project.

## **9. New Federal Transportation Act: SAFETEA-LU**

Charles Dougherty presented to the Board the highlights of the new Federal Transportation Act entitled SAFETEA-LU.

The new SAFETEA-LU funding covers six years of authorizations worth \$295 billion (38% increase in guaranteed spending from previous bill). Included in this new funding will be \$193.2 billion for Highways and \$52.6 billion for Transit for FY 2005-2009.

The five core programs (1) interstate maintenance; (2) national highway system; (3) surface transportation program; (4) bridge program; and (5) CMAQ will be continued. One new program, *Highway Safety Improvement Program*, has been added. Also, approximately 6400 earmarked projects nationwide for highways and transit total \$24 billion exist in the new bill.

Mr. Dougherty then reviewed the new Planning Provisions for the Metropolitan Planning Organizations, Environmental Streamlining, CMAQ Program, Tolling Provisions, and other opportunities listed in SAFETEA-LU.

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

- a. Pennsylvania State Transportation Commission (STC) Public Hearings at DVRPC, August 18, 2005

Mr. Coscia reported that the Pennsylvania STC public hearings were held at DVRPC and were well attended.

- b. National Association of Regional Councils/DVRPC Freight Conference, September 7, 8, and 9, 2005

Mr. Coscia reported that the NARC Freight Conference was very successful and well attended.

- c. DVRPC's Workshops for Transportation Enhancements, Home Town Streets and Safe Route to School Programs, August 3, 8, 10, 15, and 17

Mr. Coscia reported that the workshops for TE, Home Town Streets and Safe Routes to School Programs were well attended.

- d. Executive Seminar, *Coordinating Transportation and Land Development*, September 6-8, 2005, Irving California

Mr. Coscia attended the Executive Seminar in Irving California and reported that New Jersey made an outstanding presentation on the ten corridors underway to coordinate transportation and land development. A report is being prepared with the seminar details and will be distributed to the Board.

e. DVRPC Board Retreat, December 2, 2005

Mr. Coscia urged all Board members and alternates to mark their calendars for the Board Retreat scheduled for December 2, 2005. The theme for this year is *Win, Lose, or Draw: The Impacts of Gaming on the Region*. A draft agenda was distributed to the Board for their information.

## **11. Committee Reports**

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

- (1) Planning Coordinating Committee/Regional Transportation Committee; and
- (2) Information resources Exchange Group.

## **12. One Minute Reports**

Chair Gurick commented that he has become increasingly frustrated with CONRAIL in their dealings with county officials' requests and believes there needs to be better communication.

## **OLD BUSINESS**

No old business was stated.

## **NEW BUSINESS**

No new business was stated.

There being no further business the meeting was adjourned at 12:20 p.m.

Attachments:

- (1) PCC/RTC Recommendations to the Board for September 22, 2005
- (2) RCC Recommendations to the Board for September 22, 2005

Additional Documents Distributed to the Board:

- (1) *Alert*, September 2005
- (2) *TravelSmart*, September 2005
- (3) DVRPC Regional Data Bulletin entitled: *Municipal, County and Regional Population Estimates, 200-2004*
- (4) Brochure entitled: *Driver Inattention - Keep Your Mind on the Road*

**DELAWARE VALLEY REGIONAL PLANNING COMMISSION**

**EXECUTIVE COMMITTEE**

**Minutes of Meeting of September 22, 2005**

Location: Commission Offices  
Main Conference Room, 8<sup>th</sup> Floor  
190 N. Independence Mall, West  
Philadelphia, PA 19106

Membership Present

Representative

New Jersey Department of Community Affairs

Joyce Paul

Pennsylvania Department of Transportation

Robert Hannigan  
James Mosca

New Jersey Department of Transportation

Jim Lewis

New Jersey Governor's Appointee

Keith Barrack

Pennsylvania Governor's Appointee

Richard W. Hayden, Esq.

Pennsylvania Governor's Policy Office

(not represented)

Pennsylvania Counties

Lynn Bush

New Jersey Counties

Thomas J. Gurick

City of Camden

Edward Williams

City of Philadelphia

Gary Jastrzab

Guests

Chester County

Carol Aichele  
William H. Fulton

Delaware County

John Pickett

Montgomery County

Lewis F. Gould, Jr. Esq.

Burlington County

Jerald R. Cureton, Esq.  
Carol Ann Thomas

Gloucester County	William M. Krebs Charles E. Romick
Mercer County	Donna Lewis
City of Trenton	Andrew Carten
Pennsylvania Department of Transportation	Linda Guarini (Dist. 6-0)
New Jersey Department of Transportation	Mark Stout Brian Cuccia
Federal Highway Administration New Jersey Division	Joung H. Lee
Pennsylvania Division	Spencer Stevens
New Jersey Office of Smart Growth	Herman Volk
Southeastern Pennsylvania Transportation Authority	David Fogel
New Jersey Transit Corporation	Jerry Lutin
Port Authority Transit Corporation	Cheryl Spicer
Delaware River Port Authority	James McQuilkin
Regional Citizens Committee Chairman	Dennis Winters
Delaware River Joint Toll Bridge Commission	Roger Sager
Cross-County Connection Transportation Management Association	William Ragozine
Senator Arlen Specter's Office	Michael T. Oscar John Schnaedter

DVRPC Co-Counsel

Pennsylvania Co-Counsel	Timothy J. Carson
New Jersey Co-Counsel	Thomas J. Coleman

DVRPC Staff:

John J. Coscia, Donald Shanis, William Greene, Thabet Zakaria, Chick Dougherty, John Ware, Richard Bickel, Roger Moog, Elizabeth Schoonmaker, Candace Snyder, and



Jean McKinney.

## **Call to Order**

Thomas J. Gurich, Chair, called the Executive Committee meeting to order at 12:20 p.m.

### **1. Minutes of Meeting of July 28, 2005**

On a motion by Mr. Hayden, seconded by Mr. Williams, the minutes of the meeting of July 28, 2005 were approved as distributed.

### **2. Contract Authorizations**

#### **a. Transportation Needs Assessment and Financial Analysis in Pennsylvania**

John J. Coscia, Executive Director, explained to the Executive Committee that as state and federal transportation funding becomes more and more constrained, DVRPC needs to have a better understanding of the total capital and operating needs of the region's transportation system and the resources available for transportation improvements. The highway and transit system operators are able to provide some information concerning capital and operating needs, particularly when related to specific projects. However, the picture is often less clear concerning potential financial resources. This study will utilize the services of an independent consultant to conduct what is expected to be extensive research of all current revenue sources, including their basis in state and federal legislation, and the reporting mechanisms used to track these funds. The consultant's work will also identify the funding mechanisms used in other states, with an evaluation of how they might be employed in this state and region and what would be required to implement those mechanisms. The study will also perform an assessment of the long term needs of the region's highway and transit systems, including capital construction needs and operating and maintenance needs.

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

A total of \$225,000 in Federal Highway funds is allocated for the above contract through the Pennsylvania Department of Transportation.

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

**MOTION** by Mr. Hayden, seconded by Mr. Barrack that the Executive

Committee authorize the Executive Director to enter into, negotiate, and execute a contract with the selected firm for the Transportation Needs Assessment and Financial Analysis in Pennsylvania. If such negotiations prove not to meet the financial requirements of the Commission, to proceed on to negotiations with the second ranked firm.

b. Black Horse Pike (NJ 168) Collaborative Planning Initiative (Camden County, New Jersey)

The study area along the Black Horse Pike is bordered to the north by the intersection of Newtown Avenue and Haddon Avenue in Camden City and to the south by Kings Highway in Mt. Ephraim. It will include the neighborhoods of Whitman Park, Centerville, Morgan Village and Fairview in Camden, the Borough of Woodlynne in its entirety, the Borough of Audubon Park in its entirety, portions of Audubon Borough, the West Collingswood Section of Haddon Township, and Mt. Ephraim (up to Kings Highway).

The purpose of this collaborative planning initiative is to provide strategic revitalization and a uniform design element for the entire study area identifying how these communities can work together to address common issues and opportunities, while maintaining their individual character and uniqueness. The plans will include goals and objectives; a future vision statement; target forecasts; design recommendations and inter-municipal and municipal recommendations for the success of each municipality.

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

A total of \$60,000 is allocated for the above contract from available funds from the William Penn Foundation.

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

**MOTION** by Mr. Williams, seconded by Mr. Hayden, that the Executive Committee authorize the Executive Director to enter into, negotiate, and execute a contract with Brown & Keener Bressi. If such negotiations prove not to meet the financial requirements of the Commission, to proceed on to negotiations with the second ranked firm.

**OLD BUSINESS**

No old business was stated.

**NEW BUSINESS**

No new business was stated.

There being no further business the meeting was adjourned at 12:27 p.m.