

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

BOARD COMMITTEE

Minutes of Meeting of May 23, 2002

Location: Commission Officer
The Bourse Building, 8th Floor
111 S. Independence Mall, East
Philadelphia, PA 19106

Membership Present

Representative

New Jersey Department of Community Affairs

Joyce Paul

New Jersey Department of Transportation

James B. Lewis

Governor of New Jersey's Appointee

Deirdre Naughton, Esq.

Governor of Pennsylvania's Appointee

Caroline Anderson Novak

Pennsylvania Governor's Policy Office

Robert E. Baker, Jr.

Pennsylvania Department of Transportation

Larry M. King

Bucks County

Charles Martin

Chester County

Colin A. Hanna
William H. Fulton
Charles C. Coyne

Delaware County

John E. Pickett

Montgomery County

Kenneth Hughes

Burlington County

Jerald R. Cureton, Esq.
Carol Ann Thomas

Camden County

J. Douglas Griffith

Gloucester County

Charles E. Romick

Mercer County	(not represented)
City of Chester	(not represented)
City of Philadelphia	Gary Jastrzab
City of Camden	Robert L. Wisniewski
City of Trenton	Andrew Carten
<u>Non-Voting Members</u>	
Federal Highway Administration New Jersey Division Pennsylvania Division	Lawrence Cullari Spencer Stevens
U.S. Department of Housing and Urban Development, Region III	Laura Pelzer
U.S. Environmental Protection Agency, Region III	(not represented)
U.S. Environmental Protection Agency, Region II	(not represented)
New Jersey Office of Smart Growth	Edward Fox
Federal Transit Administration, Region III	Keith Lynch
Southeastern Pennsylvania Transportation Authority	Christopher Patton
New Jersey Transit Corporation	Brent Barnes
Port Authority Transit Corporation	Linda Hayes
Delaware River Port Authority	(not represented)
New Jersey Department of Environmental Protection	(not represented)
Pennsylvania Department of Environmental Protection	Michael Shea
Pennsylvania Department of Community and Economic Development	(not represented)

Regional Citizens Committee Chairman

Patrick Starr

DVRPC Co-Counsel

Pennsylvania Co-Counsel
New Jersey Co-Counsel

Timothy J. Carson, Esq.
Thomas Coleman, Esq.

DVRPC Staff: John J. Coscia, John B. Claffey, Barry Seymour, William Greene, Thabet Zakaria, Thomas McGovern, Richard Bickel, Candace Snyder, Phyllis Robinson, and Jean McKinney.

Guests

Pennsylvania Department of Transportation

Robert Hannigan
Greg Brown (Dist. 6-0)

New Jersey Department of Transportation

Brian Cuccia

City of Philadelphia

Larry Wilson

Federal Highway Administration (NJ Division)

Patty Leech

Southeastern Pennsylvania Transportation Authority

Steve D'Antonio
Catherine Popp-McDonough

Cross County Connection Transportation
Management Association

William Ragozine

Borough of Oaklyn, New Jersey

Robert Forbes

Call to Order

Chairman Jerald R. Cureton, Esq. called the meeting to order at 10:40 a.m.

Public Comments

Comments from the public were invited to be heard on non-agenda items. No comments were stated.

1. Minutes of Meeting of April 25, 2002

On a **motion** by Mr. King, seconded by Mr. Baker the minutes of the meeting of April

25, 2002 were approved as distributed.

2. Transportation Improvement Program (TIP) Actions

John B. Claffey, DVRPC staff, briefed the Board on the following TIP Actions:

a. TIP Action PA01-67 - 52nd Street Corridor Alternative Analysis (SEPTA)

SEPTA has requested that DVRPC amend the FY 2001-2004 TIP for Pennsylvania by adding a new project in FY 2002. This project would undertake an Alternatives Analysis to evaluate modal and alignment options for improving mobility between Center City and West Philadelphia. The project would provide information to local officials on the cost, benefit, and impact of transportation investments in this area. While this corridor was not selected as the Locally Preferred Alternative for the Schuylkill Valley Metro (SVM) Major Investment Study, the corridor could serve to complement the SVM in view of a planned proposed station at 52nd Street and Parkside Avenue. SEPTA requests adding \$500,000 to FY 2002 using earmarked Transportation, Community and System Preservation (TCSP) funds.

Financial constraint will not be impacted due to the use of earmarked DEMO funds and there will be no impact on the TIP's conformity finding since this project is exempt. Also, DVRPC has determined that this project is consistent with the goals and objectives of the region's long range transportation plan.

Favorable recommendation was received from the Planning Coordinating Committee/Regional Transportation Committee (PCC/RTC) and the Regional Citizens Committee (RCC) that the Board approve TIP Action PA01-67.

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

MOTION by Mr. Hanna, seconded by Mr. Jastrzab that the Board approve TIP Action PA01-67, SEPTA's request to amend the FY 2001-2004 TIP for Pennsylvania by adding a new project to the TIP: the 52nd Street Corridor Alternatives Analysis (TIP #S109). This project will be funded in FY 2002 using \$500,000 of Transportation, Community and System Preservation (TCSP) earmarked funds.

b. TIP Action PA01-68 - FY 2002 Federal Transit Administration (FTA) Section 5310 Grants (PennDOT)

PennDOT has selected 12 agencies (list distributed to the Board) in the DVRPC region to receive a total of \$1,526,600 for the purchase of 29 vehicles under FTA's Section 5310 program (formerly Section 16) and has requested that these funds be added to the TIP. This program provides capital assistance to private nonprofit corporations that provide transportation services for senior citizens and people with disabilities.

Financial constraint will not be impacted since these are additional funds provided to the state and there will be no impact on the TIP's conformity finding since this project is exempt. Also DVRPC has determined that this project is consistent with the goals and objectives of the region's long range transportation plan.

Favorable recommendation was received from the PCC/RTC that the Board approve TIP Action PA01-68.

The RCC also recommended approval of TIP Action PA01-68. However, the RCC notes its motion from 2001 that stated: *The RCC believes that alternative fuel vehicles should be purchased and noted that existing state and federal programs are available to cover the marginal costs of these vehicles.* The committee would like to know who at PennDOT is responsible for the FTA Section 5310 program and would like the agency's assurance that it made this information available to this year's applicants. The RCC would also like to know how many, if any, of last year's applicants chose alternative fuel vehicles.

John J. Coscia, Executive Director, responded that the DVRPC staff will forward the RCC comments to PennDOT for a response.

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

MOTION by Mr. Pickett, seconded by Mr. Martin, that the Board approve TIP Action PA01-68, PennDOT's request to amend the FY 2001-2004 TIP for Pennsylvania by adding \$1,526,600 (\$1,221,280 5310 funds/ \$305,320 local match) into FY 2002 for the purchase of vehicles under the FTA's Section 5310 Program.

c. TIP Action PA01-69a - Route 202, Section 711 (Bucks County)

PennDOT has requested that DVRPC amend the FY 2001-2004 TIP for Pennsylvania with a \$2.1 million (\$1.680 Highway/\$420,000 State) increase in the FY 2002 final design phase for this section of Route 202. The increase is attributable to requirements for design revisions to County Line Road, Detweiler

Road right of way parcels, additional length at Five Points intersection, and standard environmental efforts.

Financial constraint will be maintained by making adjustments to other existing TIP projects whose schedules or costs have changed and here will be no impact on the TIP's conformity finding since this project has already been included in the regional analysis. Also, DVRPC has determined that this project is consistent with the goals and objectives of the region's long range transportation plan.

Favorable recommendation was received from the PCC/RTC that the Board approve TIP Action PA01-69a.

The RCC recommended that the Board not approve TIP Action PA01-69a because it represents a capacity increase and because the committee has voiced its opposition to the US 202, Section 700 project in the past.

Mr. Coscia responded that he understands the RCC's position, however, this project is ready to proceed and is moving forward. He explained that this corridor study has been evaluated in a multi-modal fashion, including transit, and travel demand management.

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

MOTION by Mr. Baker, seconded by Mr. Hughes, that the Board approve TIP Action PA01-69a, PennDOT's request to modify the FY 2001-2004 TIP for Pennsylvania by increasing the final design phase of Route 202, Section 711 (Bucks County) in FY 2002 by \$2.1 million.

- d. TIP Action PA01-69b - Route 463, Horsham Road / Stump Road to General Hancock (Montgomery County)

PennDOT has requested that DVRPC amend the FY 2001-2004 TIP for Pennsylvania with a \$1.5 million (\$1.2 million STU/\$300,000 State) increase in the FY 2002 final design phase. The township requested that the project be expanded and engineering and right of way have been 100% local funded. This project was originally planned as a culvert replacement but will now coordinate with the proposed limited widening of the entrance required of the existing housing developer on Horsham Road. The limits for this project are Stump Road to General Hancock Road.

Financial constraint will be maintained by making adjustments to other existing TIP projects whose schedules or costs have changed and there will be no impact on the TIP's conformity finding since this project is exempt. Also, DVRPC has determined that this project is consistent with the goals and objectives of the region's long range transportation plan.

Favorable recommendation was received from the PCC/RTC that the Board approve TIP Action PA01-69b.

The RCC recommended that the Board not approve TIP Action PA01-69b because of the increase in capacity.

Mr. Coscia reiterated that these corridors are examined very carefully and other alternatives are not appropriate for the traffic demand.

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

MOTION by Mr. King, seconded by Mr. Hughes that the Board approve TIP Action PA01-69b, PennDOT's request to modify the FY 2001-2004 TIP for Pennsylvania by increasing the FY 2002 construction phase of Route 463, Horsham Road / Stump Road to General Hancock (Montgomery County) by \$1.5 million.

e. TIP PA01-69c - I-95 Westmoreland to Levick (Philadelphia)

PennDOT has requested that DVRPC amend the FY 2001-2004 TIP for Pennsylvania by shifting the FY 2003 construction phase to FY 2002, increasing it by \$100,000, and also acknowledging that the FY 2002 funds represent Advanced Construct Conversion funds.

Financial constraint will be maintained by making adjustments to other existing TIP projects whose schedules or costs have changed and there will be no impact on the TIP's conformity finding since this project has already been included in the regional analysis. Also, DVRPC has determined that this project is consistent with the goals and objectives of the region's long range transportation plan.

f. TIP Action PA01-69d - 29th Street Bridge over Amtrak / SEPTA Trenton and R8 (Philadelphia)

PennDOT has requested that DVRPC amend the FY 2001-2004 TIP for Pennsylvania by adding this project back into the current FY 2001-2004 TIP for

Pennsylvania. Funding was programmed in FY 2000 (\$9 million), and this request includes a \$1.9 million (\$1.5 million Federal Bridge/\$400,000 State) increase in the FY 2002 final design phase to address concerns of a nearby elementary school. Issues addressed include a new retaining wall, modifications to abutment design, vibration and noise monitoring, and dust control.

Financial constraint will be maintained by making adjustments to other existing TIP projects whose schedules or costs have changed and there will be no impact on the TIP's conformity finding since this project is exempt. Also, DVRPC has determined that this project is consistent with the goals and objectives of the region's long range transportation plan.

Favorable recommendation was received from the PCC/RTC and the RCC that the Board approve TIP Actions PA01-69c and TIP Action PA01-69d.

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

MOTION by Mr. Hughes, seconded by Ms. Novak, that the Board approve TIP Action PA01-69c, PennDOT's request to modify the FY 2001-2004 TIP for Pennsylvania by shifting \$7 million from the FY 2003 construction phase of the I-95 Westmoreland to Levick to FY 2002 and increasing the FY 2002 construction phase by \$100,000 (\$5.680 million Federal Bridge Funds/\$1.420 million State.) Also acknowledge that the FY 2002 funds are Advanced Construct Conversion funds.

MOTION by Mr. Hughes, seconded by Ms. Novak, that the Board approve TIP Action PA01-69d, PennDOT's request to modify the FY 2001-2004 TIP for Pennsylvania by adding the 29th Street Bridge over Amtrak/SEPTA project back into the current TIP with a \$1.9 million construction phase in FY 2002 (\$1.5 million Federal Bridge/\$400,000 State).

3. Approval of Transportation Enhancements (TE) Projects for Inclusion in the DVRPC Transportation Improvement Program for Pennsylvania

Mr. Claffey briefed the Board and explained that the Pennsylvania Department of Transportation allocates statewide FHWA Transportation Enhancements funding to be awarded to applicants chosen by the metropolitan planning organization, subject to the approval of PennDOT. In February the Board approved a set of projects for

funding and sent this list to PennDOT. The Board also approved sending a list of rank-ordered projects to be funded by a set-aside for the Secretary of Transportation to award to projects of statewide significance.

PennDOT recently approved all of the new projects submitted by DVRPC (list distributed to the Board entitled: *Regional Recommendations for TE Funding*). In addition, it approved supplemental funding for two projects from an earlier round of approved projects.

In the Philadelphia region, \$2,000,000 of FTA funds are also available for the Transportation Enhancements program for transit-related projects. Three such projects were approved by the Board, but these do not require PennDOT's approval.

Four projects of regional significance were also submitted to the state for the Secretary's Discretionary Fund. Two projects were partially funded, one was fully funded and one was not. Finally, one additional project — *Controlling Outdoor Advertising* — submitted by the Pennsylvania Resources Council, was also approved for funding by the state at \$88,000.

Favorable recommendation was received from the PCC/RTC and the RCC that the Board approve the recommended Pennsylvania TE project selection. The RCC also noted its support for the sub-allocation process and its delight with the funding of the projects out of the Secretary's Discretionary Fund.

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

MOTION by Mr. Pickett, seconded by Mr. Hughes, that the Board amend the current DVRPC Pennsylvania Transportation Improvement Program to include the recommended Pennsylvania Transportation Enhancement projects.

4. Proposed Change to the Pennsylvania Highway Functional Classification System - Philadelphia

Mr. Claffey explained that the City of Philadelphia has requested a change to the Pennsylvania Highway Functional Classification System. The letter of request, including maps of the existing and proposed Functional Classification System in the subject area was distributed to the Board.

The City's request is to change the classification of Tomlinson Road between Bustleton Avenue in Philadelphia and Philmont Avenue/Pine Road in Montgomery County from Local to Minor Arterial. This addition would add 1.3 miles to the federal aid system.

Staff has reviewed the request and found it to be consistent with the federal Functional Classification System and its continuity. The road is a mixed use corridor. The change provides an additional east west link in the federal aid system, connecting several schools, institutions and a commercial district. It also is a primary access route to a regional rail station and carries a SEPTA bus route. Montgomery County concurs with the change for the portion in that county and supports the change in Philadelphia.

Favorable recommendation was received from the PCC/RTC.

The RCC also recommended approval, however notes that the Montgomery County portion of this roadway needs bicycle and pedestrian improvements to provide better access to Philmont Station.

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

MOTION Mr. Baker, seconded by Mr. Hughes, that the Board approve a change to the Pennsylvania Highway Functional Classification system to add Tomlinson Road in Philadelphia between Bustleton Avenue and the city line, and in Montgomery County between the city line and the Philmont Avenue / Pine Road intersection, as a minor arterial.

5. Proposed FY 2003 New Jersey Corridor Selection

Mr. Claffey briefed the Board and explained that the DVRPC FY 2003 Planning Work Program includes the project, Year 2025 Plan Corridor Study - New Jersey (Project # 3-43-180). The study corridor is to be recommended by the NJ Subcommittee of the RTC based on analyses performed by staff under another work program project, "New Jersey Problem Identification and Prioritization (Project # 2-47-080)" in this year's work program. Staff identified four remaining

corridors in New Jersey from the Year 2025 Plan that have not been studied to date. Information from the DVRPC transportation management systems on bridge and pavement condition and congestion levels was tabulated and mapped for each corridor for review by the subcommittee. The recommendation of the New Jersey Subcommittee, affirmed by the full RTC, is to advance the NJ Routes 168 / 42 Corridor Study beginning in FY2003. While the Year 2025 Plan indicated a corridor extending all the way to Williamstown, the recommended corridor would run from Camden City only to the Atlantic City Expressway where Route 168 ends. The section of Route 42 below this point is currently under study at NJDOT.

DVRPC and NJDOT have proposed a coordinated approach to quickly advance improvements in this corridor by including funds in the draft FY 2003 TIP for preliminary engineering of any “quick fix” projects that may emerge from the outreach elements of the corridor study. This will enable smaller, less complex improvements that can gain early consensus to advance while the corridor study continues to develop solutions to the more difficult issues.

A corridor map showing the proposed selection was distributed to the Board.

Favorable recommendation was received from the PCC/RTC and the RCC that the Board approve the New Jersey corridor selection.

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

MOTION by Mr. Griffith, seconded by Mr. Wisniewski, that the Board approve the selection of the New Jersey Routes 168 / 42 Corridor (Camden City to Atlantic City Expressway) for study under the Year 2025 Plan Corridor Study - New Jersey project in the FY 2003 Planning Work Program (Project # 3-43-180).

6a. FY 2003 Pennsylvania Job Access and Reverse Commute (JARC) Grant Program - Project Priorities and TIP Commitment

Richard Bickel, DVRPC staff, explained to the Board that the Transportation Equity Act for the 21st Century (TEA-21) includes a five-year (FY 1999 to FY 2003) Federal Transit Administration (FTA) initiative entitled the Job Access and Reverse Commute (JARC) Grant Program. This 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. A total of \$150 million is available in FY 2003, nationwide, for this program. A 50% non-Department of Transportation match is required.

The FTA’s JARC regulations require metropolitan planning organizations (MPO’s),

in regions over 200,000 population, to select project applicants, evaluate the consistency of proposed projects with an adopted Regional Job Access and Reverse Commute Transportation Plan and commit to add projects to the regional Transportation Improvement Program (TIP), pending grant approvals.

Following project solicitation in early January, DVRPC received nine Letters of Intent from Pennsylvania applicants by the February 19th deadline. Following staff review of the submissions, the Board acted on February 28th, and found that: (1) all of the proposed projects were consistent with DVRPC's adopted Job Access Plan; (2) all of the potential applications were qualified to undertake the services proposed; and (3) each applicant should continue to work with SEPTA to complete the full application process. The Board also authorized the formation of a Special Committee for Pennsylvania to act on their behalf and prioritize the proposed projects for funding.

DVRPC convened the Special Committee (composed of city, county, public transit agency, Regional Citizens Committee and U.S. Department of Housing and Urban Development representatives) on March 12th. Action was deferred until the April Board meeting to await the release of the FTA's Federal Register notice for the FY 2002/2003 program. The FTA guidance was published in the *Federal Register* on April 8th, and implies that the FTA may consider additional new projects for FY 2003. Consequently, in consultation with SEPTA, it was agreed to proceed with the FY 2002 project recommendations in April and to reconvene the Special Committee in May to reevaluate Pennsylvania project recommendations for FY 2003. The Committee met on May 7th, at DVRPC, to prioritize FY 2003 projects and their recommendations (distributed to the Board).

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

MOTION by Mr. Hanna, seconded by Mr. Pickett, that the Board adopt the recommended project priorities for the Pennsylvania FY 2003 Job Access and Reverse Commute Grants and commit to amend the regional Transportation Improvement Program for future project grant approvals by passing Resolution No. B-FY02-012 (copy attached).

6b. FY 2002 Job Access and Reverse Commute Grant Program Earmark - Family Service Association of Montgomery County - Plan Consistency, Applicant

Qualifications, Project Priorities and TIP Commitment

Mr. Bickel explained that a separate earmark for the JARC Program has been requested by the Family Service Association of Montgomery County to establish a Ways to Work program in Montgomery County

Following staff consultation with the FTA Regional office and SEPTA, it was agreed that the proposed project should be processed separately from the other JARC applicants that responded to DVRPC's February 19th submission deadline for Letters of Intent. Initially, DVRPC staff reviewed the project summary and found that: (1) the proposed project is consistent with Strategy 4, *Improve Accessibility with New Transit Services, Ridesharing and Non-Traditional Initiatives*, in the adopted Regional Job Access and Reverse Commute Transportation Plan, and (2) the applicant is qualified to undertake the proposed transportation services.

In addition to the DVRPC staff review, comments were also requested from the Special Committee, authorized at the February 28th Board meeting, to review and prioritize Pennsylvania projects. The Committee was directed not to include this project in the overall project rankings for Pennsylvania, given its separate earmark. At the Special Committee's March 12th meeting, the proposed project received relatively low scores because: (1) the Special Committee did not support the auto orientation of the proposed project, rather than a transit approach, and (2) it was difficult to define at present those geographic areas that would be designated for auto loans and purchases *"that transit systems cannot reach..."*

On April 8, 2002, the FTA published guidance for the submission of applications for FY 2002 and 2003 JARC projects, including the disposition of Congressional earmarks. Specifically, the FTA Regulations state that *"Automobile Programs"* are an eligible activity, but with the following conditions:

"While direct funding to individuals for private automobile ownership and repair is not eligible under the program, funds may be used for local programs that assist individuals in acquiring and maintaining vehicles, such as loan programs that help low-income individuals purchase vehicles. Agencies that receive funding for such projects must ensure that the vehicles are used for shared rides, and that the vehicles are used for intended purposes."

The Montgomery County request is similar to the Bucks County program presented to the Board in April, and would receive the same critique from the Special Committee. Therefore, staff finds and recommends:

(1) The proposed project is consistent with DVRPC's adopted Job Access Plan; (2) the applicant is qualified to undertake the services proposed; (3) the applicant should continue to work with the FTA to complete the application process for project selection and funding; and (4) should the FTA select the project for funding, that the Board commit to add the project to the TIP.

In addition, should the project be selected for funding, it is recommended that the applicant coordinate with SEPTA and the pertinent Montgomery County Transportation Management Associations prior to and during implementation to ensure the maximum possible use of public transit and paratransit services by eligible program participants.

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

MOTION by Mr. Hughes, seconded by Mr. Martin, that the Board adopt Resolution B-FY02-013 (copy attached) for the FY 2002 Job Access and Reverse Commute Grant Program Earmark for the Family Service Association of Montgomery County to establish a Ways to Work car purchase loan program for low income families and commit to amend the regional TIP at such time as the FTA may approve the proposed project for funding.

7. Transportation and Community Development Initiative (TCDI) 2002 Projects

Barry Seymour, DVRPC staff, briefed the Board on the Transportation and Community Development Initiative (TCDI) Program. This Program is an opportunity for the Delaware Valley Regional Planning Commission (DVRPC) to support local development and redevelopment efforts in the cities and older suburbs and boroughs of the Delaware Valley that have lost population or jobs and are in need of proactive assistance. TCDI provides a mechanism for these municipalities to undertake locally-directed actions to improve their communities, which in turn implements their local and county comprehensive plans and supports the goals and vision of the regional plan. The regional TCDI provides funding of up to \$100,000 to undertake planning, analysis or design initiatives for projects or programs which enhance development or redevelopment and improve the efficiency or enhance the regional transportation system.

A total of 64 proposals, representing 63 municipalities, were submitted by the April 10 deadline for applications. There were 32 proposals in New Jersey, requesting a total of \$1,691,291, with \$500,000 available. In Pennsylvania, there were also 32 proposals, requesting a total of \$2,324,189, with \$1,000,000 available.

Separate review committees were established for each state, representing county, state, non-profit, academic and citizen interests. The review committees each met and presented a recommended list of projects. The Board Policy Analysis

Committee also met to review the projects and presented a recommended list of projects. That list was distributed to the Board for consideration. Upon selection, applicants will contract directly with DVRPC.

Patrick Starr, RCC Chairman, commented that in his involvement with the selection process, he observed that after the Board Policy Analysis Committee Meeting some of the high priority projects have been replaced with poorly rated projects. Mr. Starr inquired whether this would be the intention of the Board for future project selection.

Mr. Coscia responded that the Board Policy Analysis Committee is an advisory committee to the Board. The Board is, of course, permitted to reject any of the recommendations. Mr. Coscia believes that the projects in question were sound projects, however, other projects which have received other funds and are reaching final design need to move more expeditiously to completion. Also, some of the higher priority projects can obtain funding from other sources.

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

MOTION by Mr. Pickett, seconded by Mr. Hughes, that the Board approve all projects as recommended by the Board Policy Analysis Committee for funding under the Transportation and Community Development Initiative (TCDI) and authorize the Executive Director to enter into contracts with each one of the projects noted.

8. DVRPC FY 2003 Planning Work Program Amendment: Quality of Place Enhancement and Promotion in Southeastern Pennsylvania

The Commonwealth of Pennsylvania, through the Department of Community and Economic Development, has recently initiated a new program to develop initiatives targeted to young workers to attract and retain these young people in Pennsylvania.

DVRPC, in partnership with Greater Philadelphia First, will submit a proposal for funding to the Pennsylvania Department of Community and Economic Development under the New Communities Program. The proposed project would work to enhance and promote the communities of southeastern Pennsylvania as an attractive location for young workers. Specific activities proposed by DVRPC and Greater Philadelphia First include establishment of a Regional Livability Council to identify the key lifestyle amenities and assets to market the region; convening of a

Real Estate Working Group to identify the specific amenities and the specific communities most sought by young workers; development of a targeted marketing campaign for these communities; promotion of *TransitChek* and the *Smart Commute Mortgage Program* to young workers and students; and integration with DVRPC's Transportation and Community Development Initiative (TCDI) to advise communities of the attractions, housing options and amenities most sought by young people. A copy of the proposal was distributed to the Board. A total of \$200,000 is sought through the Pennsylvania Department of Community and Economic Development's New Communities Program. This would be matched as in-kind services through DVRPC's \$100,000 project to administer the TCDI program, \$50,000 from GPF in-kind services, and the \$1,000,000 TCDI grant program.

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

MOTION Ms. Novak, seconded by Mr. King, that the Board amend the FY 2003 Planning Work Program to include the Quality of Place Enhancement and Promotion in Southeastern Pennsylvania Program and authorize the Executive Director to submit a proposal to the Pennsylvania Department of Community and Economic Development under the New Communities Program and enter into a contract to enhance and promote quality of place in southeastern Pennsylvania.

9. Nominating Committee Report for Fiscal Year 2003 DVRPC Board Officers

Chairman Cureton reported the Nominating Committee's slate of Board officers for Fiscal year 2003 (July 1, 2002 to June 30, 2003) as follows:

Chairman:	Charles H. Martin, Bucks County Commissioner
Vice Chairman:	James P. Fox, Commissioner, NJDOT
Secretary:	Thomas J. Gurick, Camden County Freeholder
Treasurer:	Colin A. Hanna, Chester County Commissioner

Elections will take place at the regular June meeting at which time nominations may be made from the floor.

10. Regional Citizens Committee (RCC) Report

Patrick Starr, RCC Chairman, reported additional items from the RCC Meeting of May 14, 2002. Mr. Starr pointed out a presentation given to the RCC which related to Parking Cash Out program. This program is a benefit which allows an employer to offer employees the option to accept taxable cash income instead of a free or

subsidized parking space at work. Mr. Starr also pointed out a resolution for Board consideration regarding DVRPC preparing a handbook on pedestrian friendly design and proceed to make this information readily available to local planners and motivate local planners to use the information.

11. Executive Director's Report

Mr. Coscia reported on the following items:

a. Progress of the DVRPC Annual Awards Dinner

Mr. Coscia reported that over 240 attendees and 26 sponsors have responded for the DVRPC Annual Awards Dinner scheduled for June 5, 2002.

Mr. Coscia urged the Board to call in their reservation if they have not done as yet.

Mr. Coscia also mentioned that, in addition to the special awards, the TCDI recipients will be announced and certificate will be awarded to them.

b. Building from Strength: Strategies for Older Suburbs and Boroughs Conference held on April 30, 2002

Mr. Coscia reported that this conference was very successful with at least 300 in attendance.

c. 2002 Pennsylvania Joint Rail Freight Seminar held May 8-10, 2002

Mr. Coscia reported that this freight seminar attracted the largest attendance in 12 years and was very successful.

d. Ozone Action Kick-Off, May 16, 2002

Mr. Coscia reported that the ozone action kick-off event was held at the new Independence Park Visitors Center. Awards were given to various attendees who are instrumental in the ozone action program.

e. Transportation & Land Use in the Philadelphia Region Conference

Mr. Coscia pointed out to the Board the program agenda booklet distributed to

them entitled: *Transportation & Land Use in the Philadelphia Region* sponsored by the Pennsylvania Environmental Council, DVRPC, and the Greater Philadelphia First scheduled for June 3, 2002.

Mr. Starr added that one of the discussions will be on TEA-3 and Congressman Bob Borski will be in attendance who is a vocal advocate of an improved national transportation system and has a strong federal commitment to public infrastructure and mass transit programs.

12. Committee Reports

a. Planning Coordinating Committee/Regional Transportation Committee

The activities of the PCC/RTC committee meeting were reported under the appropriate agenda items.

b. Board Policy Analysis Committee

Mr. Coscia reported that at the Board Policy Analysis Committee held on May 15, 2002, students from the University of Pennsylvania Master's Degree in planning program presented their findings and analysis of *Philadelphia's Olympic Bid Potential*. The presentation will be available on the DVRPC website in the near future.

Mr. Coscia also mentioned that a presentation on *What If? Scenarios* was shown and discussed by the committee. Impacts are being considered in terms of regional form and land use; transportation and modal choice; and environment. The results of this information will become the starting point for development of a year 2030 plan.

OLD BUSINESS

No old business was stated.

NEW BUSINESS

No new business was stated.

There being no further business, the meeting was adjourned at 12:00 p.m.

Attachments:

- (1) PCC/RTC Recommendations to the Board for May 23, 2002
- (3) RCC Recommendations to the Board for May 23, 2002
- (4) Board Resolutions B-FY02-012 and B-FY02-013

Additional Documents distributed to the Board:

- (1) *Alert*, May 2002
- (3) *Freight Lines*, May 2002
- (4) *TravelSmart*, May 2002
- (5) DVRPC Transit-Oriented Development newsletter: *Great Places with Transit*

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DELAWARE VALLEY REGIONAL PLANNING COMMISSION

EXECUTIVE COMMITTEE

Minutes of Meeting of May 23, 2002

Location: Commission Offices
The Bourse Building, 8th Floor
111 S. Independence Mall, East
Philadelphia, PA 19106

Membership Present

Representative

New Jersey Department of Community Affairs

Joyce Paul

Pennsylvania Department of Transportation

Larry M. King

New Jersey Department of Transportation

James B. Lewis

New Jersey Governor's Appointee

Deirdre Naughton

Pennsylvania Governor's Appointee

Caroline Anderson Novak

Pennsylvania Governor's Policy Office

Robert E. Baker, Jr.

Pennsylvania Counties

Lynn Bush

New Jersey Counties

Jerald R. Cureton, Esq.
Carol Ann Thomas

City of Camden

Robert L. Wisniewski

City of Philadelphia

GaryJastrzab

Guests

Pennsylvania Department of Transportation

Robert Hannigan
Greg Brown (Dist. 6-0)

New Jersey Department of Transportation

Brian Cuccia

Chester County

Colin A. Hanna

	William H. Fulton Charles C. Coyne
Delaware County Montgomery County	John E. Pickett Kenneth Hughes
City of Philadelphia	Larry Wilson
Camden County	J. Douglas Griffith
Gloucester County	Charles E. Romick
City of Trenton	Andrew Carten
Federal Highway Administration New Jersey Division Pennsylvania Division	Lawrence Cullari Patty Leech Spencer Stevens
U.S. Department of Housing and Urban Development, Region III	Laura Pelzer
New Jersey Office of Smart Growth	Edward Fox
Federal Transit Administration, Region III	Keith Lynch
Southeastern Pennsylvania Transportation Authority	Christopher Patton Steve D'Antonio Catherine Popp-McDonough
New Jersey Transit Corporation	Brent Barnes
Port Authority Transit Corporation	Linda Hayes
Pennsylvania Department of Environmental Protection	Michael Shea
Cross County Connection Transportation Management Association	William Ragozine
Borough of Oaklyn, New Jersey	Robert Forbes

Regional Citizens Committee Chairman

Patrick Starr

DVRPC Co-Counsel

Pennsylvania Co-Counsel
New Jersey Co-Counsel

Timothy J. Carson, Esq.
Thomas Coleman, Esq.

DVRPC Staff: John J. Coscia, John B. Claffey, Barry Seymour, William Greene, Thabet Zakaria, Thomas McGovern, Richard Bickel, Candace Snyder, Phyllis Robinson, and Jean McKinney.

Call to Order

Chairman Jerald R. Cureton, Esq. called the meeting to order at 12:00 p.m.

1. Minutes of Meeting of April 25, 2002

On a **motion** by Mr. Baker, seconded by Ms. Naughton, the minutes of the meeting of April 25, 2002 were approved as distributed.

2. Authorization for a 4.0% Meritorious Annual Salary Increase for FY 2003

John J. Coscia, Executive Director explained to the Executive Committee that the FY 2003 DVRPC Budget was approved and adopted at its meeting on February 28, 2002. Action on the FY 2003 meritorious salary increase was deferred at that time. It is now being requested that action be taken to include this increase.

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

MOTION by Mr. Baker, seconded by Ms. Naughton that the Board authorize a 4.0% meritorious salary increase in the DVRPC FY 2003 Budget.

3. Nominating Committee Report for Fiscal Year 2003 DVRPC Executive Committee Officers

Chairman Cureton announced the DVRPC Executive Committee slate of officers for Fiscal Year 2003 as follows:

Chairman: Charles H. Martin, Bucks County Commissioner
Vice Chairman: James P. Fox, Commissioner, NJDOT

Secretary: Thomas J. Gurick, Camden County Freeholder

The election will take place at the regular June meeting at which time nominations may be made from the floor.

OLD BUSINESS

No old business was stated.

NEW BUSINESS

No new business was stated.

There being no further business, the meeting was adjourned at 12:05 p.m.