

# DELAWARE VALLEY REGIONAL PLANNING COMMISSION

## BOARD COMMITTEE

### Minutes of Meeting of January 27, 2005

Location: Commission Officer  
111 S. Independence Mall East  
Bourse Building, 8<sup>th</sup> Floor  
Philadelphia, PA 19106

#### Membership Present

#### Representative

New Jersey Department of Community Affairs

Joyce Paul

New Jersey Department of Transportation

Jack Lettiere  
Brent C. Barnes

New Jersey Governor's Appointee

Keith D. Barrack

Pennsylvania Governor's Appointee

Richard W. Hayden, Esq.

Pennsylvania Governor's Policy Office

Joanne R. Denworth

Pennsylvania Department of Transportation

Larry M. King

Bucks County

Lynn Bush

Chester County

(not represented)

Delaware County

John E. Pickett

Montgomery County

Kenneth Hughes

Burlington County

Jerald R. Cureton, Esq.  
Carol Ann Thomas

Camden County

Thomas J. Gurick  
J. Douglas Griffith

Gloucester County

Charles E. Romick

Mercer County

Donna Lewis

City of Chester

William Payne

City of Philadelphia	Maxine Griffith Gary Jastrzab
City of Camden	Edward Williams
City of Trenton	Andrew Carten
<u>Non-Voting Members</u>	
Federal Highway Administration New Jersey Division	Joung 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	(not represented)
Federal Transit Administration, Region III	Keith Lynch
Southeastern Pennsylvania Transportation Authority	Faye M. Moore Jerry Kane
New Jersey Transit Corporation	James Schwarzwald
Port Authority Transit Corporation	Cheryl Spicer
Delaware River Port Authority	Linda Hayes
New Jersey Department of Environmental Protection	William Purdie
Pennsylvania Department of Environmental Protection	Kevin Gallagher
Pennsylvania Department of Community and Economic Development	Kenneth Klothen
Regional Citizens Committee Chairman	Dennis Winters
<u>DVRPC Co-Counsel</u>	
Pennsylvania Co-Counsel New Jersey Co-Counsel	Elizabeth Witmer Thomas J. Coleman, Esq.

DVRPC Staff:

John J. Coscia, Barry Seymour, Donald Shanis, William Greene, Thabet Zakaria, Charles Dougherty, John Ward, Richard Bickel, Roger Moog, Candace Snyder, and Jean McKinney.

Guests

Pennsylvania Department of Transportation	Robert Hannigan Linda Giarini (Dist. 6-0)
New Jersey Department of Transportation	Dennis Keck Brian Cuccia
Camden County	Eve Charles
Southeastern Pennsylvania Transportation Authority	Katherine Popp-McDonough Richard Burnfield James McQuilkin
Delaware River Joint Toll Bridge Commission	Roger Sager
Cross County Connection Transportation Management Association	William Ragozine
Regional Citizens Committee	Warren Strumpfler Lorraine Brill
UTCA - New Jersey	Eric Larkin
Society for the Preservation of the Evansburg Historic District	Chris DiPaolo
Philadelphia Inquirer	Jere Downs

**Call to Order**

Joanne R. Denworth, Chair, called the meeting to order at 10:40 a.m and welcomed Commissioner Jack Lettiere, New Jersey Department of Transportation.

**Public Comments on Non-Agenda Items**

No public comments were stated.

**1. Minutes of Meeting of December 9, 2004**

On a **motion** by Mr. Hayden, seconded by Mr. Hughes, the minutes of the meeting of December 9, 2004 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 NJ05-02a: I-295 / Route 42 / I-76 Direct Connection, Camden County

NJDOT has requested that DVRPC modify the FY2005-2007 TIP for New Jersey by increasing the feasibility assessment phase (FA) of the I-295 / Rt. 42 / I-76 Direct Connection project by \$1.362 million Interstate Maintenance (IM) funds. Additional tasks have been added in the areas of scheme development, environmental engineering, and community outreach. After evaluating 26 different alignments in the scoping phase of the Alternatives Analysis, NJDOT has selected five alternatives to advance into the Technical Environmental Study (TES) based on extensive consultation with the community, local officials, and state and federal regulatory agencies. The I-76 / Route 42 alignment remains only slightly changed by the alternatives, with the major differences being the vertical relationships between I-295 and I-76 / Route 42 where they cross in the vicinity of Browning Road. The project currently appears in the Study and Development section of the TIP, which does not show specific dollar amounts for projects. Because of the magnitude of the project and a desire to provide public information on and keep track of costs, this additional funding (\$1.362 million IM) would be included in a line item called Project Development ( DB # X32). To date, approximately \$5.5 million has been spent on preliminary design work for this project combined with the I-295 / Route 42 Missing Moves effort.

Financial constraint will be maintained and the TIP's conformity finding will not be impacted by this modification.

b. TIP Action NJ05-02b: Route 130, Kinkora Branch Bridges Removal, Burlington County

NJDOT has requested that DVRPC modify the FY2005-2007 TIP for New Jersey by changing the funding source of the Route 130 Kinkora Branch Bridge Removal project (DB #98346) from State to Federal funds. Currently programmed with \$5.889 million state funds for construction in FY05, this project provides for removal of the northbound and southbound structures over the abandoned railroad, with construction of the roadway to occur on fill. Allowances will be made to maintain a safe and adequately sized opening for wildlife underneath the roadway, and horizontal alignment and vertical curve issues will be addressed. This action would federalize the project by programming \$5.889 million federal bridge funds in FY05 for construction.

Financial Constraint will be maintained as the change in funding source was made possible by additional federal funds made available to the state through additional

federal obligation authority. Federalization of this project makes \$5.889 million of state funds available for other projects in the DVRPC region.

The TIP's conformity finding will not be impacted by this amendment.

c. TIP Action NJ05-03: Route 44 Mantua Creek Bridge, Gloucester County

NJDOT has requested that DVRPC amend the FY2005-2007 TIP for New Jersey by changing the funding source of the Route 44 Mantua Creek Bridge project (DB #02332) from State to Federal funds. Currently programmed with \$3.915 million state funds for construction in FY05, this project provides for rehabilitation of this vertical lift bridge. The movable span bridge will be rehabilitated without modification or realignment of the approach roadway. The deteriorated piers and abutments of the substructure will be enhanced/rehabilitated. The project will include approximately 50 feet of approach roadway work in each direction in order to provide smooth transition from the roadway to the bridge. Context sensitive design elements will be incorporated into the design. This project will comply with current bicycle/pedestrian guidelines. This action would federalize the project by programming \$3.205 federal bridge funds in FY05 for construction, in addition to \$2 million specially earmarked DEMO funds designated for the project, yielding a \$5.205 million FY05 construction phase.

Financial Constraint will be maintained as the change in funding source was made possible by additional federal funds made available to the state through additional federal obligation authority. Federalization of this project makes state funds available for other projects in the DVRPC region.

The TIP's conformity finding will not be impacted by this amendment.

Favorable recommendation was received from the Planning Coordinating Committee / Regional Transportation Committee (PCC/RTC) that the Board approve TIP Actions NJ05-02a, NJ05-02b, and NJ05-03.

The Regional Citizens Committee (RCC) recommended that the Board approve TIP Actions NJ05-02a, NJ05-02b. The RCC commented on TIP Action NJ05-03, and asks that the TIP description be expanded to include the fact that this project links two multi-use bicycle trails. The committee also recommends that a box culvert be standard procedure when addressing improvements of this type.

John J. Coscia, Executive Director, responded that the RCC recommendations would be forwarded to NJDOT.

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

**MOTION** by Mr. Romick, seconded by Mr. Barrack, that the Board approve the following TIP Actions:

- (a) TIP Action NJ05-02a - NJDOT's request to modify the FY 2005 TIP for

New Jersey (FY2005-2007) by adding funds into the TIP in the Project Development Line Item (DB #X32) for the Feasibility Assessment phase of the I-295/ Rt. 42 / I-76 Direct Connection project (DB #355), using \$1.362 million Interstate Maintenance (IM) funds;

- (b) TIP Action NJ05-02b - NJDOT's request to amend the FY 2005 TIP for New Jersey (FY2005-2007) by federalizing the Route 130 Kinkora Branch Bridge Removal project (DB #98346) using \$5.889 federal bridge funds for construction in FY05; and
- (c) TIP Action NJ05-03 - NJDOT's request to amend the FY 2005 TIP for New Jersey (FY2005-2007) by federalizing the Route 44 Mantua Creek Bridge project (DB #02332) using \$3.205 million federal bridge funds and \$2 million specially earmarked DEMO funds for a \$5.205 million FY05 construction phase.

d. TIP Action PA05-09: Lancaster Avenue (US Route 30) Closed Loop Traffic Control System, Delaware County

Delaware County has requested that DVRPC amend the FY2005-2008 TIP for Pennsylvania by adding a project back into the TIP and programming funds for the Lancaster Ave. (US Route 30) Closed Loop Traffic Control System project (MPMS #14767). This project was included in the FY2003 TIP but was dropped as the municipality was not prepared to advance the pre-construction phase of the project. Due to recent negotiations with the county, Radnor Township has agreed to fund and advance the engineering phase of the project, and Delaware County is requesting that the project be added back onto the TIP with \$100,000 local funds so that a project manager from PENNDOT will be assigned to the project. Right-of-way and construction totaling \$1.3 million would be programmed in Later Fiscal Years. The project would provide for the development of a closed loop traffic control system connecting approximately 14 intersections along Route 30 between Wayne Avenue and Lowry's Lane in Radnor.

Financial Constraint will be maintained as these are local funds and the TIP's conformity finding will not be impacted by this amendment.

e. TIP Action PA05-10: Ben Franklin Bridge Philadelphia Operational Improvements, Philadelphia

DRPA/PATCO has requested that DVRPC amend the FY2005-2008 TIP for Pennsylvania by adding a new project (Ben Franklin Bridge Philadelphia Operational Improvements, MPMS #72597) into the TIP with \$5 million specially earmarked DEMO funds. The Ben Franklin Bridge interfaces with a complex network of streets, highway segments, and signalized intersections on the west end of the bridge and Vine Street. This project would aim to reduce congestion in this area by providing for short term operational improvements to local Vine Street between the Ben Franklin Bridge and 9<sup>th</sup> Street, at the Broad Street off-ramp from I-676 westbound, and traffic signal improvements. Preliminary and environmental

analysis of long term alternative improvements would also be included. DEMO funding has been provided through FHWA Section 115 funds which require no local match. Funds would be programmed accordingly: preliminary engineering in FY05 (\$1 million), and final design, right of way, and construction in FY06 (\$4 million).

Financial Constraint will be maintained as these are specially earmarked DEMO funds and the TIP's conformity finding will not be impacted by this amendment.

f. TIP Action PA05-11: Belfield Avenue Signal Improvements, Philadelphia

The City of Philadelphia has requested that DVRPC amend the FY2005-2008 TIP for Pennsylvania by adding a project back into the TIP and programming \$1.760 CMAQ/\$440,000 Local match for the Belfield Avenue signal improvement project. This project was programmed for \$1.1 million in FY 2005 construction in the (previous) FY2003 TIP but was not included on the transition list, and is now ready to advance. The project provides for signal modernization at eight intersections, channelization, pavement markings, and related work, including provisions for bicycle accommodation and enhanced pedestrian flow. Base repair and resurfacing of the roadway between Old York Road and Wister Street is now also included in the project and accounts for the increased cost.

Financial Constraint will be maintained by making adjustments to other existing TIP projects whose schedules or costs have changed.

The TIP's conformity finding will not be impacted by this modification.

Favorable recommendation was received from the PCC/RTC that the Board approve TIP Actions PA05-09, PA05-10, and PA05-11.

The RCC recommended that the Board approve TIP Actions PA05-09, PA05-10, and PA05-11 with the following comments:

- (1) PA05-09 - The RCC recommends that pedestrian crossings be enhanced; that bus preemption be included; and that coordination with neighboring counties be considered.
- (2) PA05-10 - The RCC asks that bicycle and pedestrian facilities be incorporated in this project since they have not been addressed previously because of a lack of funds; specifically that access to the ramp on the Pennsylvania side be included as well as continuation of the walkway on the New Jersey side; and that public input be included in the engineering phase.
- (3) PA05-11 - The RCC expressed its concern as to whether community groups have been involved in this project.

Mr. Coscia responded that the RCC's recommendations and concerns would be forwarded to PENNDOT.

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

**MOTION** by Ms. Griffith, seconded by Mr. Pickett, that the Board approve the following TIP Actions:

- (a) TIP Action PA05-09 - Delaware County's request to amend the FY 2005 TIP for Pennsylvania (FY2005-2008) by adding the Lancaster Ave. (US Route 30) Closed Loop Traffic Control System project (MPMS #14767) back into the TIP with \$100,000 Local funds for preliminary engineering;
- (b) TIP Action PA05-10 - DRPA / PATCO's request to amend the FY 2005 TIP for Pennsylvania (FY2005-2008) by adding a new project, the Ben Franklin Bridge Philadelphia Operational Improvements (MPMS #72597), with \$5 million specially earmarked DEMO funds for preliminary engineering, final design, right of way, and construction; and
- (c) TIP Action PA05-11 - the City of Philadelphia's request to amend the FY 2005 TIP for Pennsylvania (FY2005-2008) by adding the Belfield Avenue Signal improvement project (MPMS #48194) back into the TIP with \$1.760 million CMAQ/\$440,000 Local match for construction in FY05.

**3. Approval to "Flex" \$9.8 Million of Federal Highway Funds to Southeastern Pennsylvania Transportation Authority (SEPTA) for Operating Budget Relief**

Dr. Shanis explained to the Board that SEPTA faces a \$62 million deficit for FY 2005 and has proposed a series of drastic service reductions and fare increases to cover the shortfall. Following Governor Rendell's announcement that Pennsylvania would "flex" highway funds to SEPTA to help reduce the deficit, PENNDOT has requested that DVRPC amend the FY2005-2008 Transportation Improvement Program (TIP) for Pennsylvania by "flexing" highway funds to the regions transit program and adding a new project. The new project "FHWA Flex for Preventive Maintenance" (MPMS #69529) would program \$9.8 million in Fiscal Year 2005 which SEPTA would apply to federally eligible preventive maintenance expenses for bus and rail vehicles and facilities. "Flexible funding" enables state and local governments and transportation operators to agree on fund transfers between the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). The act of transferring the funds from one agency to the other is referred to



as “flexing.”

A combination of federal highway (STU/NHS) and Bridge funds totaling \$9.8 million would be shifted out of the FY05 programming of four transportation projects which are either delayed or require less funding than originally expected. In the case of delay (two projects), the shift will have a cascading effect on funds in subsequent fiscal years as construction is not expected to begin on those projects until Fiscal Years 2007 and 2008. All four projects will continue to advance. The \$9.8 million would then be flexed to the FTA and re-programmed in the new SEPTA Preventive Maintenance project. FY05 funds would be shifted out of four projects as follows:

#### Bucks County

- PA 413, New Rodgers Road(MPMS #13576), defer \$2.455 million (STU)
- Oxford Valley Road (MPMS #13635), defer \$1.384 million (STU)
- Callowhill Road Bridge (MPMS #12942), reduce by \$1 million (Bridge)

#### Montgomery County

- PA 309, Welsh Road to Highland Avenue (MPMS #16477), reduce by \$4.961 million (NHS)

In addition to the \$9.8 million of federal highway funds flexed to SEPTA, \$3.2 million will be provided by state Transportation Assistance Program (TAP) Bond Funds for a total aid package of \$13 million. This action serves as a stop-gap measure which enables SEPTA to delay service cuts and fare increases until February 23, 2005. Approximately \$49 million is still needed to reduce the SEPTA budget shortfall. SEPTA 's goal, and the goal of transit operators around the state,

is the approval of a predictable and dedicated funding source for public transportation.

Financial Constraint will be maintained by making adjustments to existing TIP projects whose schedules or costs have changed.

The TIP's conformity finding will not be impacted by this amendment.

Favorable recommendation was received from the PCC/RTC that the Board approve \$9.8 million “Flex” funds to SEPTA.

The RCC also recommended approval, however, the RCC emphasizes that these amounts will suffice only for a small part of the current fiscal year. Therefore, the RCC asks the DVRPC to urge the Pennsylvania Executive and Legislative branches to arrange promptly for continued funding at enhanced levels for the rest of the current fiscal year; and to create a transit funding plan assuring similarly adequate and predictable funding throughout the state in future years.

Chris DiPaolo, Society for the Preservation of the Evansburg Historic District, Lower Province Township, Montgomery County addressed the Board and commented that a project exists on the FY 2006 Pennsylvania TIP entitled the Grange Avenue Bridge Replacement (#16411). Mr. DiPaolo stated that the Lower Province Township residents are opposed to this project due to a lack of public involvement and several other issues. Mr. DiPaolo requested that DVRPC defer this project to a later date until the residents' concerns can be resolved and that the funding be used to assist SEPTA. A very small number of vehicles travel Grange Avenue and the bridge span is only 18 foot, however, the fund allotment for this project is \$18 million which seems excessive.

Mr. Coscia responded that DVRPC will discuss the time frame for the Grange Avenue Bridge Replacement project with PENNDOT, District 6. However, at this time, the funds for this project are not needed for the \$9.8 million "flex" funds because the projects that have available dollars have already been identified.

Maxine Griffith, City of Philadelphia, expressed her appreciation to everyone involved in helping SEPTA with a interim solution to their financial crisis. Ms. Griffith stated that it will be a very difficult year unless a dedicated source of funding is found not only to support the existing capital plan but also to allow for expansion of the plan.

Mr. Coscia added that it is important for the Board to be an regional advocate for SEPTA. It may be necessary to call a special meeting to discuss the possibility of the need to "flex" additional funds to SEPTA and the DVRPC staff is examining other possible "flex" items which could be deferred. Mr. Coscia is hopeful that a

compromise will be reached before the deadline of February 23<sup>rd</sup>, however, if not the DVRPC Board must act to make sure that SEPTA keeps running.

Chair Denworth commented that it is very difficult to obtain support for transit in the state of Pennsylvania, however, the Governor's office is working on a permanent solution.

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

**MOTION** by Ms. Griffith, seconded by Mr. King, that the Board approve TIP Action PA05-12, PENNDOT's request to amend the FY 2005 TIP for Pennsylvania (FY2005-2008) by flexing \$9.8 million federal highway funds to the FTA for use by SEPTA, and adding a new project to the TIP, "FHWA Flex for Preventive Maintenance" (MPMS #69529).

#### **4. Adoption of the DVRPC Fiscal Year 2006 Planning Work Program (PWP)**

Mr. Coscia commented that the Draft DVRPC Fiscal Year 2006 PWP which consists of: (1) DVRPC's Regular Work Program, (2) Supportive Regional Highway Planning Program (SRHPP), and (3) Transit Support Program (TSP) was distributed to the

Board at its regular December meeting for their review and comment. The PWP reflects the policy direction provided by the Board's Planning Work Program Committee and the input from member governments, operating agencies and other regional organizations.

To support certain projects the Board has selected for the DVRPC FY2006 UPWP, the following TIP Actions will need to be made to the FY05 TIP for New Jersey and Pennsylvania. The source of funds for projects in New Jersey will be monies made available to the state by recent increased federal obligation authority. The source of funds for projects in Pennsylvania will be obtained by making adjustments to other existing TIP projects whose schedules or costs have changed.

TIP Action NJ05-04: FY2006 UPWP Projects Funded by NJ FY05 TIP Funds

- TCDI Administrative Services (DB #D0204) (100% Federal)	\$ 60,000
- Central New Jersey Forum (DB #02391) (100% Federal)	160,000
- Intelligent Transportation Systems (ITS) Including RIMUS (DB #TBD) (100% Federal)	140,000
- Aerial Photography (DB #X30A) (100% Federal)	<u>173,600</u>
 TOTAL	 \$ 533,600

TIP Action PA05-13: FY2006 UPWP Projects Funded by PA FY05 TIP Funds

- Closed Loop Traffic Signal Optimization Program (MPMS #70459) (\$64,000 Fed /\$16,000 State)	\$80,000
- Access Management along PA Highways in the Delaware Valley (MPMS #70461) (\$64,000 Fed /\$16,000 State)	80,000
- Pennsylvania CMAQ Project Engineering Management (Increase) (MPMS #49328) \$20,000 CMAQ/\$5,000 State)	25,000
- Pennsylvania TE Project Engineering Management (Increase) (MPMS #49328) \$20,000 TE/\$5,000 State)	25,000
- Intelligent Transportation Systems (ITS) Including RIMUS (MPMS #TBD) (\$336,000 Federal/\$84,000 State)	<u>420,000</u>
 TOTAL	 \$630,000

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

**MOTION** by Ms. Bush, seconded by Mr. Cureton that the Board adopt the FY 2006 Planning Work Program and authorize the Executive Director to submit applications and documentation as may be required to fund the program and enter into, negotiate and execute all required contracts and

agreements by passing Resolution No. B-FY05-004 (copy attached). Further, approve the actions to amend or modify the FY 2005 TIP for New Jersey (NJ05-04) and Pennsylvania (PA05-13) as required.

5. **Approval of the DVRPC Project Rankings for the Pennsylvania Portion of the Draft Regional Airport Capital Improvement Program (ACIP) for State Fiscal Year 2005 and Federal Fiscal Year 2006**

Roger Moog, DVRPC staff, explained to the Board that in 2003 the PENNDOT Bureau of Aviation (BOA) asked DVRPC to create a regional four year ACIP in the form which BOA produces its document for the FAA annually. The intent was to let regional input be part of the deliberation and decision making process for selecting statewide airport development projects. After a successful pilot period, PENNDOT requested an official SFY 2005 ACIP from DVRPC for this years project selection process.

In preparation of this document, the DVRPC role expanded to include facilitating planning meetings with each DVRPC System Plan airport sponsor; and developing a ranking system under federal, state, and regional guidelines, resulting in a list of all proposed SFY 2005 / FFY 2006 airport projects (distributed to the Board). Only a fraction (20% - 30%) of the total state funding, federal apportionment and federal discretionary monies is expected to be allocated to projects in the DVRPC region. Hence, the project ranking is necessary to insure appropriate and fair funding distribution within the region and also demonstrate to PENNDOT, BOA and the Federal Aviation Administration, regional funding needs.

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

**MOTION** by Mr. Gurick, seconded by Mr. King, that the Board approve the DVRPC project ranking of regional airport development projects for the Pennsylvania Portion of the Regional Airport Capital Improvement Program.

6. **Adoption of DVRPC's *Destination 2030: A Vision for the Future***

Michael Boyer, DVRPC staff, gave a brief presentation to the Board on the first product of the 2030 Long Range Plan entitled *Destination 2030: A Vision for the Future* Report (distributed to the Board). As part of the 2030 Long Range Plan development process, DVRPC has identified eight critical issue areas that will impact the future form and development of the region. The eight areas are GROWTH MANAGEMENT, URBAN REVITALIZATION, The ENVIRONMENT, ECONOMIC DEVELOPMENT, TRANSPORTATION FACILITIES, TRANSPORTATION FINANCE, TRANSPORTATION OPERATIONS, and EQUITY AND OPPORTUNITY. A vision, describing what life will be like in the future, was developed for each of the eight issues. A series of break out sessions, centered around the eight issue areas, was held during the December 2003 Board Retreat. Participants reviewed the vision statement and then, working

backward from 2030, documented what steps were taken to achieve the vision.

Mr. Boyer continued to say that staff then expanded the vision statements into eight issue papers supported by background data, including trends, current policy perspective and key actors. Each section also identifies opportunities and challenges, and sets forth a set of goals. The intent of this document is to spur discussion among stakeholders and the public of what the region should and could be in the future.

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

**MOTION** Mr. Hughes, seconded by Ms. Paul, that the Board adopt the *Destination 2030: A Vision for the Future* report as the basis for the goals and policies for the 2030 Long Range Plan.

## **7. TEA-21 Reauthorization**

Chair Denworth introduced Commissioner Jack Lettiere, New Jersey Department of Transportation, who addressed the Board on the TEA-21 Reauthorization.

Commissioner Lettiere commented that the United States Congress has delayed its decision to reauthorize the TEA-21 Bill for over 500 days. A new Bill is needed to support the region's transportation system. The National Trust Fund receipts, which fund TEA-21, are presently inadequate and no increase is expected. If the administration decides to stay with the \$248 billion six-year plan this may not be enough to meet our transportation needs. A Bill approving approximately \$299 billion needs to be endorsed although this still may not adequately address the issue of the minimum guarantee.

Commissioner Lettiere continued to say that the nations' transportation infrastructure is deteriorating, and the Congress of the United States must realize this issue as a priority. A sound transportation system is needed for traveling to work, school, keeping the elderly mobile and to help avoid the thousands of accidents which occur. Our country also needs a good transportation system for a healthy economy. Commissioner Lettiere stressed the fact that Congress needs to recognize the nation's transportation needs and continue to appropriately fund TEA-21.

Commissioner Lettiere requested that DVRPC, the counties, and all individuals support this issue and be vocal to the Congress about a sustainable and reliable transportation bill.

Mr. Coscia asked Commissioner Lettiere how DVRPC and the region could be of help.

Commissioner Lettiere recommended that DVRPC conduct press conferences and badger the Congress with meetings and correspondence about funding for the Transportation Bill.

**8. FY 2005 Pennsylvania and New Jersey Job Access and Reverse Commute (JARC) Grant Program and TIP Commitment**

Rich Bickel, DVRPC staff, explained to the Board that the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21) included a five-year (FY 1999 to FY 2003) Federal Transit Administration (FTA) Initiative entitled the Job Access and Reverse Commute (JARC) Grant Program. This program provided funding for transportation services and supportive activities that facilitate access to jobs for welfare and lower income persons, as well as reverse commute trips for the general population. Although reauthorization of TEA-21 is still being debated in Washington, DC, previous Fiscal Year 2003 and 2004 FTA funding allocations to the Southeastern Pennsylvania Transportation Authority (SEPTA) and New Jersey Transit Corporation (NJ TRANSIT) are available to continue the JARC project solicitation process for FY 2005. The program requires a 50% non-Department of Transportation funds match.

In southeastern Pennsylvania, SEPTA has a balance of \$6.1 million from partial FY 2003 and FY 2004 earmarks. The required 50% non-U.S. Department of Transportation matching funds are intended to be provided by the Pennsylvania Department of Public Welfare, although sufficient funds to fully match the available federal dollars is currently uncertain.

In New Jersey, New Jersey TRANSIT, has a statewide earmark balance of \$4.7 million for FY 2004. The statewide Transportation Innovation Fund will be the source for 20% of the required 50% match. Applicants will need to cover the remaining match from other sources.

FTA regulations for the JARC program require metropolitan planning organizations (MPOs), in regions over 200,000 population, to select project applicants, evaluate the consistency of proposed projects with an adopted Regional 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, Letters of Intent (LOIs) were received at DVRPC from applicants in both Pennsylvania and New Jersey. In the case of New Jersey, LOIs from only four applicants were received. Given the small number, staff determined that the New Jersey JARC Subcommittee did not need to meet. However, project information was distributed to the Subcommittee members for their review. No comments were received for the New Jersey project proposals, and all are recommended for funding with equal priority.

In Pennsylvania many projects from the Southeastern Pennsylvania Transportation Authority (SEPTA) and various sub-recipients were received. However, the total cost of the submissions does not equal the available federal funds (with match). In past JARC funding rounds, SEPTA submitted additional projects to completely allocate the available federal funding level. In this case, given the uncertainties of the availability of state matching funds, SEPTA believed it prudent to submit a more fiscally constrained list of projects.

On December 15, 2004, DVRPC convened the Pennsylvania JARC Subcommittee (composed of city, county, public transit agency, Regional Citizens Committee and U.S. Department of Housing and Urban Development representatives) to evaluate and prioritize the proposed projects in Pennsylvania. Each applicant was invited to the meeting to further explain their submitted Letter of Intent and to respond to Subcommittee questions. The outcome of the Subcommittee ranking process was distributed to the Board. All projects are in priority order, except for two non-service projects that were not ranked but recommended for funding and one project that was not recommended for funding. Should the state match issue be resolved in the future, SEPTA and/or the sub-recipients may be able to submit additional projects to fully allocate the available federal JARC funds.

Favorable recommendation was received from the RCC that the Board approve funding for the JARC Program.

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

**MOTION** by Ms. Thomas, seconded by Mr. Pickett, that the Board approve the applicants and the project priorities for the FY 2005 JARC funds in Pennsylvania and New Jersey and commit to amend the TIP for future project grant approvals if necessary by passing Resolution No. B-FY05-005 (copy attached).

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

Dennis Winters, RCC Chair, thank the DVRPC staff for meeting with the RCC subcommittee to assist them with their comments regarding the 2030 Long Range Plan. Mr. Winters reported that Karen Friedman was appointed as the Pennsylvania Vice Chair and Warren Strumpfler has been appointed as the New Jersey Vice Chair to the RCC.

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

### **a. Transportation and Community Development Initiative (TCDI) Program Evaluation Report**

Barry Seymour, DVRPC staff, called the Board's attention to the memo (distributed to the Board) dated January 11, 2005. This information, formerly requested by the Board, summarizes the status of the 49 projects selected by

the DVRPC Board in the first two years of the TCDI Program. These 49 projects represent an almost \$3 million investment in planning to support redevelopment and revitalization in the older cities, townships and boroughs of the region. The selected communities have matched that \$3 million in federal funding with an additional \$1.3 million in local.

b. Philadelphia Traffic Club Award

Chair Denworth congratulated Mr. Coscia on receiving the *Transportation Person of the Year* award from the Philadelphia Traffic Club.

c. Alliance Reception, Coatsville: Building a Walkable, Livable, Affordable 21<sup>st</sup> Century City

Mr. Coscia urged the Board to attend the Alliance Reception scheduled for February 9, 2005 at the Marriott Philadelphia West.

d. Urban Land Institute Conference

Mr. Coscia reported that the Urban Land Institute is conducting a conference entitled: *Jump-Starting Main Street* and is scheduled for March 16, 2005 at the Union League Club.

e. February 24, 2005 Board Meeting

Mr. Coscia announced that the **February 24, 2005** Board meeting will be held at the **Chemical Heritage Foundation**, 315 Chestnut Street, Philadelphia PA. A special Board briefing and work session is scheduled immediately following the Board meeting to develop the 2030 Long Range Plan.

f. Recommendations for Awardees for DVRPC Annual Dinner

Mr. Coscia called the Board's attention to the form (distributed to the Board) entitled: *Recommendations for Awardees* and encouraged the Board to complete, and return to DVRPC, no later than February 11, 2005.

## 11. Committee Reports

The following committee reports were distributed to the Board for their review:  
(1) Planning Coordinating Committee/Regional Transportation Committee;  
(2) Information Resources Exchange Group; (3) Regional Aviation Committee;  
(4) Regional Land Use and Development Committee; and (5) Goods Movement Task Force.



## **12. One Minute Reports**

Brent Barnes, New Jersey Department of Transportation, questioned if and when there would be a special Board meeting to discuss the SEPTA funding.

Mr. Coscia responded that DVRPC and PENNDOT will continue to discuss this issue and evaluate whether a solution is imminent. If not, a special meeting will be schedule because this region cannot afford to delay in assisting our transit system. This meeting, if necessary, will need to be scheduled before the deadline of February 23<sup>rd</sup> and the Board members will be notified by telephone.

Gary Jastrzab, City of Philadelphia, announced that the Philadelphia City Planning Commission has been awarded the American Planning Association's (APA) 2005 Outstanding Award for an Implemented Plan for the South Broad Street *Avenue of the Arts* project. This very successful plan was prepared ten years ago and the APA is recognizing the project at its APA Conference in San Francisco the end of March, 2005.

Commissioner Thomas J. Gurick, Camden County, complemented the New Jersey Department of Transportation on their efforts to clear the snow and ice from the roads in a timely manner during our last snow storm.

Commissioner Gurick also complemented Commissioner Lettiere for his attendance and outstanding comments.

Cheryl Spicer, Port Authority Transit Corporation (PATCO), reported that the Delaware River Port Authority (DRPA) has selected a consultant for the SmartCard fare and parking system project. PATCO and DRPA will be working together to get this project underway. Ms. Spicer also added that a consultant was selected to prepare Transit Oriented Development (TOD) Master Plans for all seven of the transit parking lots in New Jersey.

James Schwarzwald, New Jersey Transit, reported that New Jersey Transit Board of Directors authorized public hearings to be held at the end of February on the average 13% fare increase which will vary by line and service. Hearings will be held in the City of Camden, the City of Trenton, and Atlantic City. The scheduled dates and times can be found on the New Jersey Transit website.

Mr. Coscia reported that DVRPC hosted a three day Peer to Peer meeting with the Atlanta Regional Commission to present our Freight Planning.

## **OLD BUSINESS**

No old business was stated.

## **NEW BUSINESS**

No new business was stated.

There being no further business, the meeting was adjourned at 12:15 p.m.

Attachments:

- (1) Resolution No. B-FY05-004 and B-FY05-005
- (2) PCC/RTC Recommendations to the Board for January 27, 2005
- (3) RCC Recommendations to the Board for January 27, 2005

Additional Documents Distributed to the Board:

- (1) Special Newsletter entitled: *DVRPC's 18<sup>th</sup> Annual Board Retreat - Gateways to the Future*
- (2) Flyer announcing the 3<sup>rd</sup> Annual New Jersey Transportation Conference scheduled for February 7, 2005 at the War Memorial Building, Trenton, New Jersey
- (3) *Alert*, January 2005
- (4) *TravelSmart*, January, 2005

**DELAWARE VALLEY REGIONAL PLANNING COMMISSION**

**EXECUTIVE COMMITTEE**

**Minutes of Meeting of January 27, 2005**

Location: Commission Officer  
111 S. Independence Mall, East  
Bourse Building, 8<sup>th</sup> Floor  
Philadelphia, PA 19106

Membership Present

Representative

New Jersey Department of Community Affairs

Joyce Paul

Pennsylvania Department of Transportation

Larry King

New Jersey Department of Transportation

Jack Lettiere  
Brent Barnes

New Jersey Governor's Appointee

Keith Barrack, Esq.

Pennsylvania Governor's Appointee

Richard W. Hayden, Esq.

Pennsylvania Governor's Policy Office

Joanne R. Denworth

Pennsylvania Counties

Lynn Bush

New Jersey Counties

Thomas J. Gurick  
J. Douglas Griffith

City of Camden

Edward Williams

City of Philadelphia

Maxine Griffith  
Gary Jastrzab

Guests

Pennsylvania Department of Transportation

Robert Hannigan  
Linda Giarini (Dist. 6-0)

New Jersey Department of Transportation

Dennis Keck  
Brian Cuccia

Delaware County

John E. Pickett

Montgomery County	Kenneth Hughes
Burlington County	Jerald R. Cureton, Esq. Carol Ann Thomas
Camden County	Eve Charles
Gloucester County	Charles E. Romick
Mercer County	Donna Lewis
City of Chester	William Payne
City of Trenton	Andrew Carten
Federal Highway Administration New Jersey Division	Joung Lee
Pennsylvania Division	Spencer Stevens
Federal Transit Administration, Region III	Keith Lynch
Southeastern Pennsylvania Transportation Authority	Faye M. Moore Jerry Kane
New Jersey Transit Corporation	James Schwarzwald
Port Authority Transit Corporation	Cheryl Spicer
Delaware River Port Authority	Linda Hayes
New Jersey Department of Environmental Protection	William Purdie
Pennsylvania Department of Environmental Protection	Kevin Gallagher
Pennsylvania Department of Community and Economic Development	Kenneth Klothen
Southeastern Pennsylvania Transportation Authority	Katherine Popp-McDonough James McQuilkin Richard Burnfield
Delaware River Joint Toll Bridge Commission Cross County Connection Transportation Management Association	Roger Sager  William Ragozine
Regional Citizens Committee	Dennis Winters

Warren Strumpfner  
Lorraine Brill

UTCA - New Jersey

Eric Larkin

Society for the Preservation of the Evansburg  
Historic District

Chris DiPaolo

Philadelphia Inquirer

Jere Downs

DVRPC Co-Counsel

Pennsylvania Co-Counsel  
New Jersey Co-Counsel

Elizabeth Witmer  
Thomas J. Coleman, Esq.

DVRPC Staff:

John J. Coscia, Barry Seymour, Donald Shanis, William Greene, Thabet Zakaria, Charles Dougherty, John Ward, Richard Bickel, Roger Moog, Candace Snyder, and Jean McKinney.

Call to Order

Chair Denworth called the meeting to order at 12:15 p.m.

**1. Minutes of Meeting of December 9, 2004**

On a motion by Mr. Gurick , seconded by Mr. Hayden, the minutes of the meeting of December 9, 2004 were approved as distributed.

**2. Contract Authorization: Baltimore Avenue Corridor Revitalization Plan**

Barry Seymour, DVRPC staff, explained to the Executive Committee that through a grant from the William Penn Foundation, DVRPC is advancing a project entitled Strategies for Older Suburbs. One element of this project is to identify and advance opportunities for collaboration between the City of Philadelphia or the City of Camden and their adjoining suburban communities. The first project to proceed under this initiative is the development of a strategic plan for the revitalization of Baltimore Avenue through West Philadelphia and five municipalities in eastern Delaware County.

The project study area extends along Baltimore Avenue from 52nd Street in West Philadelphia through Yeadon, East Lansdowne, Lansdowne, Clifton Heights, and Upper Darby, a distance of approximately four miles. The selected consultant will work with the study area communities to conduct a market study analysis of the corridor, develop a collective vision for the future of the corridor, provide targeted recommendations for redevelopment opportunities, necessary implementation

approaches to achieve those recommendations, and preliminary recommendations for physical design or transportation circulation improvements along the corridor.

On December 2, 2004, DVRPC issued a Request For Proposals (RFP) for consultant assistance to retain a land use planning and economic development firm or team (with pertinent supporting disciplines) to undertake the study. The 18-month study is being managed by DVRPC and coordinated with a Steering Committee representing the City, County, municipalities and others. A total of \$239,000 is available for consulting services, representing \$119,000 from DVRPC's TCDI funding program; \$70,000 from Delaware County's Renaissance Program; and \$50,000 from the William Penn Foundation Grant.

Following a Pre-Proposal meeting at DVRPC, on December 20, 2004, to respond to questions about the RFP from potential consultants, 10 proposals were received by the January 11, 2005 submission date. A Consultant Selection Committee composed of representatives of the following agencies: DVRPC, Philadelphia City Planning Commission, Delaware County Planning Department, and Upper Darby Township (representing the Delaware County municipalities) is currently reviewing the proposals, and will meet on January 24 to interview the top three firms and recommend a firm or team to conduct the study.

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

**MOTION** by Mr. Hayden, seconded by Mr. Jastrzab that the Executive Committee authorize the Executive Director to enter into, negotiate, and execute a contract with the selected consulting firm to assist DVRPC with the Baltimore Avenue Corridor Revitalization Plan. If such negotiations prove not to meet the financial requirements of the Commission, to proceed on to negotiations with the second ranked firm.

**3. DVRPC Draft Fiscal Year 2006 Budget**

John J. Coscia, Executive Director, called the Board's attention to the DVRPC Draft Fiscal Year 2006 Budget (distributed to the Board for their review). A formal presentation will be given at the February Board meeting.

**4. DVRPC FY 2005 Planning Work Program (PWP) Second Quarter Report**

Mr. Coscia pointed out the FY 2005 PWP Second Quarter Report (distributed to the Board for their review).

**OLD BUSINESS**

No old business was stated.

**NEW BUSINESS**

No new business was stated.

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