

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

BOARD COMMITTEE

Minutes of Meeting of January 26, 2006

Location: Delaware Valley Regional Planning Commission
Main Conference Room 8th 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

Joanne R. Denworth

Pennsylvania Department of Transportation

Larry Shifflet

Bucks County

Lynn Bush

Chester County

Carol Aichele
William H. Fulton

Delaware County

John Pickett

Montgomery County

Kenneth Hughes

Burlington County

Jerrald R. Cureton, Esq.
Carol Ann Thomas

Camden County

Thomas J. Gurick

Gloucester County

Charles E. Romick

Mercer County

Donna Lewis

City of Chester

William Payne

City of Philadelphia	Gary Jastrzab
City of Camden	Edward Williams
City of Trenton	Andrew Carten
<u>Non-Voting Members</u>	
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	Keith Lynch
Southeastern Pennsylvania Transportation Authority	David Fogel
New Jersey Transit Corporation	Jerry Lutin
Port Authority Transit Corporation	Marie Chua
Delaware River Port Authority	Linda Hayes
New Jersey Department of Environmental Protection	(not represented)
Pennsylvania Department of Environmental Protection	(not represented)
Pennsylvania Department of Community and Economic Development	(not represented)
Regional Citizens Committee Chairman	Warren Strumpfer
<u>DVRPC Co-Counsel</u>	
Pennsylvania Co-Counsel New Jersey Co-Counsel	Timothy J. Carson, Esq. Thomas Coleman, Esq.

DVRPC Staff:

John J. Coscia, Donald Shanis, Barry Seymour, Thabet Zakaria, Chick Dougherty, John Ward, Thomas McGovern, Richard Bickel, Roger Moog, Elizabeth Schoonmaker, Candace Snyder, Phyllis Robinson, and Jean McKinney.

Guests

Pennsylvania Department of Transportation	James Mosca Linda Guarini (Dist. 6-0)
New Jersey Department of Transportation	Brian Cuccia
Camden County	Eve Charles
Cross County Connection Transportation Management Association	William Ragozine
Edwards and Kelcey	Jay Roth
Chester County Citizen	John Thomas Cooper

Call to Order

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

Public Comments on Non-Agenda Items

John Thomas Cooper, Chester County, addressed the Board on the Schuylkill Valley Metro project. Mr. Cooper talked about one element of the project examined by Parsons Brinkerhoff where a 16 round trip service of trains between Reading and Norristown would cost approximately \$200 million. This would include stations, rolling stock, and all improvements of infrastructure deemed necessary by Norfolk Southern Railroad. Mr. Cooper believes these Norfolk Southern tracks could be electrified for no more than \$100 million according to information furnished by a consultant to the task force on October 7, 2004. Therefore, for the cost of approximately \$300 million, a train of silverliners from Reading can operate through Norristown and continue into Philadelphia and through the Center City rail tunnel providing a one-seat ride. This project has been authorized for several years and Mr. Cooper urged the DVRPC Board to take a leadership position in moving this project forward.

Warren Strumpfer, RCC Chair, reported that the RCC support Dennis Winters' Sierra Club letter (distributed to the Board) urging Secretary Biehler to ensure that a Pennsylvania candidate highway is included as one of five national study sites to be examined for the effects of toxic air pollution from major highways.

Mr. Strumpfer also reported that the RCC urges DVRPC to request and use information from the recently completed Michael Baker study regarding billboards (which was contracted for by PennDOT) when planning transportation projects in order to identify the illegal or inappropriate usage of billboards.

John J. Coscia, Executive Director, responded that the Michael Baker study would be available in the future for the RCC.

1. Minutes of Meeting of December 2, 2005

On a **motion** by Mr. Payne, seconded by Mr. Barrack, the minutes of the meeting of December 2, 2005 were approved as distributed.

2. Transportation Improvement Program (TIP) Actions

Donald Shanis, DVRPC staff presented the following TIP actions to the Board for their approval:

PennDOT has requested that DVRPC modify the FY2005-2008 TIP for Pennsylvania by increasing the construction phase of the I-95 Bleigh Avenue to Academy Road project by adding \$7.290 million (\$5.832 million federal/\$1.458 million state) to FY06. Cost increases to the project are the result of necessary revisions to the portion of the structure which passes over Amtrak (including additional Amtrak labor costs), surcharge work required for an abandoned quarry/trash dump, and temporary repairs necessary for the State Road viaduct. A large portion of the cost increase will be funded by deobligating funds (\$3.7 million federal/\$925,000 state) from the project's utility and right of way phases that were not needed. Additional fees (\$3.5 million) may be incurred in the future due to interference in Amtrak service caused by the construction project. This section of the I-95 reconstruction project entails the rehabilitation of approximately 2.5 miles of roadway. Improvements for this section of I-95 include the rehabilitation of six bridges and 1.2 miles of repaired/resurfaced roadway at an estimated cost of \$83 million.

Financial constraint will be maintained by using de-obligated funds (\$3.7 million federal/\$925,000 state) from utility and right of way phases of the project, and by making adjustments to other existing TIP projects whose schedules or costs have changed. A fiscal constraint chart was provided to the Board by PennDOT which shows all of the adjustments taking place, including several that are being handled by staff as Administrative Actions in accordance with the TIP Memorandum of Understanding.

There will be no impact on the TIP's conformity finding since this project is exempt.

After favorable recommendation was received from the Planning Coordinating Committee/Regional Transportation Committee (PCC/RTC) and the Regional Citizens

Committee (RCC), the Board unanimously adopted the following **motion**:

MOTION by Mr. Jastrzab, seconded by Mr. Hayden that the Board approve TIP Action PA05-51a, PennDOT's request to modify the FY 2005 TIP for Pennsylvania (FY2005-2008) by increasing the construction phase of the I-95 Bleigh Avenue to Academy Road project by adding \$7.290 million (\$5.832 million federal/\$1.458 million state) to FY06 for construction.

b. TIP Action PA05-51b: PA 611, North Broad Street Signals (Glenwood to Grange), Philadelphia

PennDOT has requested that DVRPC modify the FY2005-2008 TIP for Pennsylvania by increasing the cost of the PA 611 North Broad Street Signal project from \$1.931 million to \$4.991 million by adding \$1 million CMAQ for utilities, \$60,000 for right of way, and increasing construction by \$2 million, all in FY06. The project which is now ready to advance will upgrade traffic signals at approximately 35 intersections along Broad Street between Somerset Street (near Lehigh Avenue) and Grange (near Stenton/Godfrey Avenues). The project was designed as part of a commitment as a measure to address I-95 traffic diversion. Though not traffic responsive, signals will be replaced, interconnected, and tied via fiber optics to the City's Central Control Center and Traffic Shop. This project ties in to the other Signal project on North Broad Street as well as planned work on Belfield Avenue and Stenton/Godfrey Avenues.

Financial constraint will be maintained by making adjustments to other existing TIP projects whose schedules or costs have changed. Fiscal constraint chart was distributed to the Board to show all of the adjustments taking place, including several that are being handled by staff as Administrative Actions in accordance with the TIP Memorandum of Understanding.

There will be no impact on the TIP's conformity finding since it is already included in the region's air quality analysis.

This project cost will be at \$3.060 million in CMAQ funding.

Favorable recommendation was received from the PCC/RTC for approval of TIP Action PA05-51b.

The RCC also recommended approval of TIP Action PA05-51b. In addition the RCC questions to what extent pedestrian accommodations are being addressed. The committee also believes that there should be a "before and after" evaluation for CMAQ funds to determine whether a project is mitigating congestion and improving air quality.

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

MOTION by Ms. Denworth, seconded by Mr. Jastrzab that the Board approve TIP Action PA05-51b, PennDOT's request to modify the FY 2005 TIP for Pennsylvania (FY2005-2008) by increasing the cost of the North Broad Street Signal project by \$3.060 million CMAQ in FY06.

c. TIP Action NJ06-01: Safe Streets to Schools program, Various New Jersey Counties

NJDOT has requested that DVRPC amend the FY2006-2008 TIP for New Jersey by federalizing the Safe Routes to School Program (SRTS) project by adding \$3.4 million federal dollars in FY06. SAFETEA LU established a mandatory Safe Routes to School Program for all states, and the \$3.4 million represents New Jersey's FY05 and FY06 allocations to be programmed in the existing statewide line item which currently has \$4 million state dollars in FY06 through FY08. The program will implement locally initiated pedestrian access and safety projects which provide safe access to schools. Apportionments are based on school enrollments in Primary and Middle Schools, with a minimum of \$1 million per state. 70-90% of the program is to be used for infrastructure projects, and education and marketing can comprise between 10% and 30% of the federal funds. The SRTS Program requires each state to have a full time SRTS Coordinator (paid for out of the infrastructure part of the funding) who is dedicated 100% of the time to SRTS. It is anticipated that New Jersey's SRTS program will function much like NJDOT's state funded Local Aid Safe Routes to School Program, where applications are sent out to municipalities annually and a committee meets to select grant recipients. This fiscal year NJDOT will use a portion of the funds to set up the program, pay for the program administrator, and some educational and marketing activities. It is also hoped that a NJDOT demonstration project at an elementary school in Luberton, and/or projects identified by Palmyra or Riverton (all in Burlington County) may be able to advance infrastructure needs that have already been identified through the Local Aid program in order to advance projects that can move quickly for this first round of federal funding for the program. An advisory committee with MPO representation will be established to determine program development and implementation.

Financial constraint will be maintained as these are additional funds to the state and there will be no impact on the TIP's conformity finding since this project is exempt.

Favorable recommendation was received from the PCC/RTC and the RCC for approval of TIP Action NJ06-01

The RCC also commented that PennDOT has not yet appointed a Safe Routes to School Coordinator. NJDOT has not only appointed this individual but also placed the position within the Bicycle/pedestrian Department - a step that he hopes PennDOT will follow.

The RCC questions where PennDOT is in this process.

Larry Shifflet, PennDOT responded that a dedicated position will be assigned to

coordinate the work for this program.

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

MOTION by Mr. Barrack, seconded by Mr. Cureton, that the Board approve TIP Action NJ06-01, NJDOT's request to amend FY2006-2008 TIP for New Jersey by federalizing the Safe Routes to School Program (SRTS) project by adding \$3.4 million SRTS federal dollars in FY06.

3. Amendment to the New Jersey Memorandum of Understanding (MOU) on Procedures to Amend or Modify the Transportation Improvement Program

Charles Dougherty, DVRPC staff, explained to the Board that DVRPC strives to advance all TIP programmed projects as quickly as possible. DVRPC assists NJDOT in advancing the projects programmed in the TIP by employing the expedited processes embodied in our "Memorandum of Understanding on Procedures to Amend or Modify the TIP", as required by federal regulations. The MOU is structured in a tiered manner to deal with cost increases, allowing some changes below a certain threshold to occur without further action by DVRPC, other changes within a specified range to occur by an administrative action of the Executive Director, while all other changes require a formal action by the Board. However, DVRPC also recognizes that there are extreme time constraints (30 business days) associated with bids received for the construction phase of TIP projects and that the current MOU does not directly address cases where the bids differ greatly from the TIP programmed amount. The normal committee/Board meeting cycle may place the bid process in jeopardy. Therefore, DVRPC staff believes an additional clause is needed in the MOU to allow for an administrative action when the bid(s) received are over the programmed amount by more than currently permitted in the MOU and the reason for the excessive bid over-run is due to market or other unforeseen forces. Project managers are advised to insure that the TIP always reflects the most recent scope, cost and schedule estimates for their projects.

The incidence of bid over-runs has become more frequent in recent months, due most notably to petroleum and steel cost increases. In response to a request from NJDOT and FHWA for each MPO to adopt a process that will allow authorizations of construction projects which experience excessive bid over-runs, DVRPC proposes to amend the MOU for TIP Amendments and Modifications. In section B.2., "Modifications That May Be Approved By Administrative Action", add a new subparagraph (j), as follows:

- (j) *When the following conditions are met: 1) the scope of the project has not expanded from that anticipated in the TIP; 2) the final estimated cost in the PS&E package was within the range permitted by an***

administrative action [B.2©)]; and, 3) FHWA acknowledges the bid would otherwise be acceptable.

The purpose of this addition to the MOU is to allow the Executive Director, upon notification by NJDOT that the bids received on a project are well over both the TIP programmed amount and a similar final design cost estimate (PS&E), to approve a TIP modification by Administrative Action if the stated conditions are met.

As with all potential administrative actions, the Executive Director has the prerogative to decline the administrative action and instead require a formal action by the DVRPC Board. Furthermore, as with all TIP amendments and modifications, financial constraint will be maintained on at least a quarterly review basis, as permitted under Section C of the MOU related to the fiscal constraint bank. Typically, the balancing of funds is achieved by moving one or more projects that are least likely to be obligated during the current fiscal year where they are now programmed into the next year of the TIP. DVRPC will collaborate with NJDOT and the affected counties to identify these delayed projects and thereby keep the TIP within the available financial resources.

Staff also believes that the dollar thresholds in the current MOU may need to be updated as well and has, therefore, circulated a proposal for discussion among the RTC members. When consensus is reached, an additional amendment to the MOU will be brought to the Board for approval.

Andrew Carten, City of Trenton, inquired if the Board members would be notified when administrative actions are executed.

Mr. Dougherty responded that after approved, all administrative actions are posted on the DVRPC website and prior to any action, discussions are held with the appropriate counties, cities, and agencies.

Mr. Coscia also added, that at a minimum, the appropriate parties will be notified in writing.

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

MOTION by Ms. Lewis, seconded by Mr. Barrack that the Board amend the New Jersey Memorandum of Understanding on Procedures to Amend or Modify the TIP by adding a new subparagraph to Section B.2, "Modifications That May Be Approved By Administrative Action", to read:

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(j) When the following conditions are met: 1) the scope of the project has not expanded from that anticipated in the TIP; 2) the final estimated cost in

the PS&E package was within the range permitted by an administrative action [B.2©)]; and, 3) FHWA acknowledges the bid would otherwise be acceptable.

4. Adoption of the Conformity Finding of the FY 2005 Pennsylvania Transportation Improvement Program (TIP), FY 2006 New Jersey TIP, and the *Destination 2030* Long Range Plan

Dr. Shanis, explained to the Board that in December 2005, the DVRPC Board authorized staff to open a minimum 30-day public comment period to receive comment on the draft conformity finding of the FY 2005 Pennsylvania TIP, FY 2006 New Jersey TIP, and the *Destination 2030* Long Range Plan. This conformity findings cover:

- Ozone (the entire DVRPC planning area);
- CO (Burlington, Camden, Mercer and Philadelphia Counties); and,
- PM_{2.5} (the Philadelphia-Wilmington, PA-NJ-DE Non-attainment Area).

DVRPC has held a public comment period from December 12, 2005, to January 11, 2006, during which two public meetings were also held. Staff has documented, reviewed, and responded all comments received during the comment period (report and comments distributed to the Board).

Staff recommends that the Board approve a resolution to adopt the conformity finding. As adopted, this document will replace the current conformity finding, which was certified by the Board resolution B-FY05-012 on June 23, 2005.

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

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

MOTION by Ms. Lewis, seconded by Mr. Carten, that the Board adopt the updated conformity finding of the FY 2005 Pennsylvania TIP, the FY 2006 New Jersey TIP and the *Destination 2030* Long Range Plan by adopting Resolution B-FY06-003 (copy attached).

5. Adoption of Delaware Valley Regional Planning Commission (DVRPC) Fiscal Year 2007 Planning Work Program (PWP)

Mr. Coscia explained to the Board that the Fiscal Year 2007 Planning Work Program (PWP) consists of: (1) DVRPC's Regular Work Program, (2) Supportive Regional Highway Planning Program (SRHPP), and (3) Transit Support Program (TSP). 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 some TIP Actions will need to be made to the FY06 TIP for New Jersey and FY05 TIP for Pennsylvania (list of selected projects distributed to the Board). The source of funds for projects in New Jersey will be the DVRPC Future Projects Line Item. The source of funds for projects in Pennsylvania will be obtained by making adjustments to other existing TIP projects whose schedules or costs have changes.

Public meetings were held for comments on the Work Program. The Board Work Program Committee met on January 26, 2006 to review all comments and revisions to the Work Program and the committee is recommending that the FY 2007 DVRPC Planning Work Program be adopted as revised.

Favorable recommendation was received from the PCC/RTC for adoption of the FY 2007 DVRPC Planning Work Program.

Favorable recommendation was also received from the RCC with the following comments:

The RCC believes that the Schuylkill Expressway Widening Feasibility Study should be deleted. The committee recommends that a new Work Program project be undertaken that entails the creation of a map showing projected highway congestion through the Year 2030 for the DVRPC nine-county region. The RCC believes that future Work Programs should include a section per project entitled "Outcome measurement" that evaluates the effectiveness of investment, where practical.

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

MOTION by Mr. Hughes, seconded by Ms. Denworth, that the Board adopt the DVRPC FY 2007 Planning Work Program, 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 adopting Resolution No. B-FY06-004 (copy attached). Further, approve the actions to amend or modify the FY 2006 TIP for New Jersey (NJ06-03) and the FY 2005 TIP for Pennsylvania (PA05-55) as required.

6. **Approval of DVRPC Project Rankings for the Pennsylvania Portion of the Draft DVRPC Regional Airport Capital Improvement Program (ACIP) for State Fiscal**

Year 2006 and Federal Fiscal Year 2007

Roger Moog, DVRPC staff explained that in 2003 the PennDOT Bureau of Aviation (BOA) asked DVRPC to create a regional four year ACIP in the same form BOA produces for the FAA annually. The intent is 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 their project selection process. This year PennDOT requested a SFY2006 fiscally constrained project rating table.

In preparation of this document, the DVRPC role includes facilitating planning meetings with each DVRPC PA System Plan airport sponsor; and developing a ranking system under federal, state, and regional guidelines, resulted in a list of proposed SFY 2006 / FFY 2007 airport projects (distributed to the Board). This document is being presented for Board approval before submittal to the PennDOT BOA in February 2006.

Twenty five percent of the total state, federal apportionment and federal discretionary monies is requested 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 to 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. Hughes, seconded by Mr. Shifflet, that the Board approve the DVRPC project ranking of regional airport development projects for the Pennsylvania Portion of the Regional Airport Capital Improvement Program.

7. FY 2005-2006 Project Selection for Pennsylvania Transportation Enhancements (TE), Home Town Streets (HTS), and Safe Route to School (SRS) Projects

Dr. Shanis explained to the Board that PennDOT has allocated \$13.558 million in Transportation Enhancements (TE), Home Town Streets (HTS), and Safe Routes to School (SRS) funds to the DVRPC region. Additionally, \$13.015 million in statewide discretionary funds are available for the TE/HTS/SRS programs statewide and \$2 million in FTA funds are available for transit projects in the DVRPC region. A regional competition began in July 2005, with applications due on-line by September 30, 2005.

Eighty-Seven eligible applications were received. Each application was reviewed and scored based on criteria established by the project selection committee comprised of representatives from PennDOT District 6-0, the five PA counties in the DVRPC region, and the RCC. The scores were normalized resulting in a ranked list of projects (distributed to the Board) that were discussed by the selection committee on December 22, 2005.

Twenty-two projects were selected for FHWA regional funding. In addition, 13 projects

of regional significance were selected for submission to the state for the Secretary's discretionary fund and one project was selected for FTA regional funding. The list of projects was distributed to the Board.

The Pennsylvania TE subcommittee recommends not funding any cost increases for projects selected during the 2005-2006 round of funding. The subcommittee recommends limiting federal funds to the awarded amount with any cost increases in the construction phase being the responsibility of the project sponsor.

The Coatesville Train Station Rehabilitation Project in Chester County was selected during the 2003-2004 round of TE projects. Due to a change in circumstances since the project award a scope change was requested by the City of Coatesville. The Pennsylvania TE subcommittee recommends approval of the change in scope with the requirement that a portion of the Coatesville Train Station be kept accessible for public use.

A **motion** was made by Gary Jastrzab, City of Philadelphia, seconded by Lynn Bush, Bucks County, requesting that the Route 13 Redevelopment Project, Croydon Section, Bristol Township be moved from the selected Discretionary Funding projects to the projects selected for regional funding. **Motion** carried.

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. Jastrzab that the Board approve the list of recommended Pennsylvania TE/HTS/SRS projects as revised, and direct staff to forward the list to the Pennsylvania Secretary of Transportation, and that the Board ask the Secretary to consider prioritized projects in the region for the Secretary's discretionary funding.

That the Board approve, amend, or modify the FY 2006-2009 TIP for Pennsylvania as required by adding the TE/HTS/SRS projects at the appropriate time.

That the Board approve not funding any project cost increases in the construction phase for projects from the 2005-2006 selection round, and that the federal funds are limited to the awarded amount.

That the Board approve the change in scope for the Coatesville Train Station Rehabilitation Project with the requirement that a portion of the Coatesville Train Station be kept accessible for public use.

8. FY 2007 Pennsylvania Department of Transportation (PennDOT) Transportation Management Association (TMA) Assistance Grant Program Funding Increase

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

For FY 2007, the six TMAs who are currently grantees requested that PennDOT and DVRPC consider a 20% funding increase in the overall grant budgets. In the fifteen years since the program's inception, the budgets have only been raised once. For FY 2002, the program was changed from a maximum allowable grant request of \$100,000 per TMA, plus an overall program reserve of \$100,000 to be divided among eligible TMAs for special projects, to a one-shot grant of \$160,000 (\$128,000 federal, \$32,000 local match) per eligible TMA. There have been no grant increases since that time, while labor, healthcare, and other costs of doing business have gone up considerably. In addition the TMAs are most interested in undertaking expanded program offerings, which are not possible without additional funding.

The TMA Assistance Grants are funded out of the CMAQ program. FY 2006 funding is \$960,000 (\$768,000 federal, \$192,000 local) A 20% increase would result in an overall program total of \$1,152,000 (\$921,600 federal share, \$230,400 local match), an overall program increase of \$192,000, or an additional \$153,600 federal dollars. The budget limits per TMA would be \$192,000 (\$153,600 federal, \$38,400 local).

There are currently six TMAs serving southeastern Pennsylvania: The Bucks County, Chester County, Delaware County, Greater Valley Forge, Partnership, and Central Philadelphia TMAs. The Board will be asked to approve FY 2007 work programs at their February 2006 meeting.

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

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

MOTION by Mr. Fulton, seconded by Ms. Denworth, that the Board approve a 20% increase in the overall program budget for the TMA Assistance Grant Program in Southeastern Pennsylvania, beginning with FY 2007, which will raise the program total by \$192,000 (\$153,600 federal share, \$38,400 local match) from \$960,000 to \$1,152,000.

9. Pennsylvania Infrastructure Investment Authority (PENNVEST) Funding Request in Philadelphia

Barry Seymour, 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:

City of Philadelphia

Philadelphia Authority for Industrial Development (PAID) is applying for a PENNVEST loan in the amount of \$5,000,000 to fund stormwater and sewer systems on an 18.7 acre parcel along the Delaware River located at 6501 New State Road in the Tacony section of the City of Philadelphia. These improvements are in support of a project by First Philadelphia Holdings L.L.C. to construct 650 residential units at this former brownfield location, including new roads, an extension of Delaware Avenue and a public access recreational trail.

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 Mr. Jastrzab, seconded by Mr. Hayden, that the Board authorize the Executive Director to send letter notifying PENNVEST that the funding request for the Tacony section of the City of Philadelphia for stormwater and sewer systems is consistent with the *Destination 2030 Plan*.

10. Regional Citizens Committee (RCC) Report

Warren Strumpfer, Chair, reported that there were no additional items to report from the RCC meeting of January 17, 2006.

11. Renumbering Existing I-95 in Pennsylvania and New Jersey Per 1982 Surface Transportation Authorization Act (STAA)

Jay Roth, Edwards and Kelcey, explained to the Board that the Pennsylvania Turnpike and Pennsylvania Department of Transportation (PennDOT) are advancing the design and construction of a full Interchange of I-95 with I-276. When the Interchange is complete, per the 1982 STAA, I-95 will be redesignated north through the Interchange, east along I-276 and the Turnpike Extension, then north along the New Jersey Turnpike. As a consequence, existing I-95 north of the Interchange must be renumbered with an appropriate renumbering scheme having been established by PennDOT and NJDOT. Mr. Roth presented maps and details showing the following options for the renumbering of I-95.

- (1) I-95 segment becomes extension of I-295;
- (2) former I-95 segment becomes part of regional extension of I-195;
- (3) former I-95 segment becomes part of new regional beltway, I-695.

After presenting and discussing the options in meetings with NJDOT, PennDOT, New Jersey Turnpike Commission, and Pennsylvania and New Jersey Divisions of FHWA, the option chosen was the I-95 segment becoming part of regional extension I-195.

The next step is to forward the alternative to ASSHTO for approval.

Mr. Coscia commented that DVRPC needs to examine these options carefully. He questions the implications of changing the I-95 designation in Pennsylvania whereas two-thirds of I-95 would be lost in Bucks County.

Mr. Roth responded that Edwards and Kelcey has the responsibility of soliciting comments from the MPO and forwarding these comments to PennDOT and NJDOT for their review before submitting the application to ASSHTO.

Donna Lewis, Mercer County, commented that the signage as it exists now in Mercer County places a vehicle North on one road and South on another simultaneously. This is extremely confusing.

Mr. Coscia recommended bringing together the affected counties with PennDOT, NJDOT, and DVRPC to discuss the alternatives.

Mr. Roth stated that he would make available the proposal on the alternatives for discussion and review.

12. Employment Centers and Economic Development Strategy

Mr. Seymour pointed out to the Board two DVRPC reports (distributed to the Board) entitled: (1) *Year 2000 Employment Centers*; and (2) *Economic Development Strategy*.

The *Year 2000 Employment Centers* report is a data report that is updated every ten years with aerial photography, census data, and updated land use information and we are able to track the detailed location of employment centers within the region. This report has become a primary reference used by economic development officials, transportation modeling and land use planning.

The *Economic Development Strategy* draft report examines trends in the region and how the region responds to these trends. One specific issue is energy. The increasing demand will eventually put constraints on supply. It is believed this supply and demand issue will be faced within the time frame of the DVRPC long range plan. A five-point strategy is outlined in the report as follows: (1) foster eco-industry clusters; (2) promote location efficiency; (3) invest in the environment; (4) become a model region and (5) eco-brand the Delaware Valley.

Mr. Seymour announced that a Board Policy Committee meeting is scheduled for March 2, 2006, 10:00 a.m. at DVRPC to discuss some of the issues mentioned in the report.

13. **Executive Director's Report**

a. PennDOT Interstate Management Program, January 19, 2006 Meeting Report

Mr. Coscia reported PennDOT is concerned about the interstate highway system in Pennsylvania. For that reason, PennDOT is initiating a new effort to manage the Commonwealth's interstates centrally and are establishing a statewide annual budget to invest in their rebuilding and modernization. Each MPO used to program improvements to the interstate highway facilities independently but they were not doing it sufficiently or with an overall systems logic. DVRPC staff will convene the Pennsylvania Board members and other concerned Board members to discuss the implications of this new approach on the region.

b. Greater Philadelphia Leadership Exchange

Mr. Seymour reported that the Greater Philadelphia Leadership Exchange has identified four issues for discussion: (1) minority business; (2) parks reform; (3) tax reform; and (4) transit reform.

c. Smart Growth and Smart Transportation Initiative

Mr. Seymour reported that a meeting is scheduled at DVRPC on February 10 to discuss standards of roadway designs.

d. *Building from Strengths II: More Strategies for Older Suburbs and Boroughs*, Conference May 18, 2006 at the Radisson Hotel in Trevese, PA

Mr. Seymour reported that this conference will bring together municipal leaders to discuss challenges of redevelopment.

e. Reinventing Older Communities

Mr. Seymour pointed out to the Board the brochure (distributed to the Board) announcing the conference entitled *Reinventing Older Communities - People, Places, Markets* in which DVRPC will co-sponsor. This conference is scheduled for April 5-7, 2006 at the Hyatt Regency Philadelphia at Penn's Landing.

14. 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; and
- (4) Goods Movement Task Force.

15. One Minute Reports

Chair Gurick commented on the passage of the human dignity extended domestic party benefits in Camden County.

OLD BUSINESS

No old business was stated.

NEW BUSINESS

No new business was stated.

There being no further business the meeting was adjourned at 12:40 p.m.

Attachments:

- (1) PCC/RTC Recommendations to the Board for January 26, 2006
- (2) RCC Recommendations to the Board for January 26, 2006

Additional Documents Distributed to the Board:

- (1) *Alert*, January, 2006
- (2) *TravelSmart*, January, 2006

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

EXECUTIVE COMMITTEE

Minutes of Meeting of January 26, 2006

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

Membership Present

Representative

New Jersey Department of Community Affairs	Joyce Paul
Pennsylvania Department of Transportation	Jim Lewis
New Jersey Department of Transportation	Larry Shifflet
New Jersey Governor's Appointee	Keith Barrack
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
City of Camden	Edward Williams
City of Philadelphia	Gary Jastrzab

Guests

Pennsylvania Department of Transportation	James Mosca Linda Guarini (Dist. 6-0)
New Jersey Department of Transportation	Brian Cuccia
Chester County	Carol Aichele William H. Fulton
Delaware County	John Pickett
Montgomery County	Kenneth Hughes

Camden County	Eve Charles
Burlington County	Jerrald R. Cureton, Esq. Carol Ann Thomas
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 H. Lee
Pennsylvania Division	Spencer Stevens
New Jersey Office of Smart Growth	Herman Volk
Federal Transit Administration, Region III	Keith Lynch
Southeastern Pennsylvania Transportation Authority	David Fogel
New Jersey Transit Corporation	Jerry Lutin
Port Authority Transit Corporation	Marie Chua
Delaware River Port Authority	Linda Hayes
Regional Citizens Committee Chairman	Warren Strumpfer
Cross County Connection Transportation Management Association	William Ragozine
Edwards and Kelcey	Jay Roth
Chester County Citizen	John Thomas Cooper
<u>DVRPC Co-Counsel</u>	
Pennsylvania Co-Counsel New Jersey Co-Counsel	Timothy J. Carson, Esq. Thomas Coleman, Esq.

DVRPC Staff:

John J. Coscia, Donald Shanis, Barry Seymour, Thabet Zakaria, Chick Dougherty, John Ward, Thomas McGovern, Richard Bickel, Roger Moog, Elizabeth Schoonmaker Candace Snyder, Phyllis Robinson, and Jean McKinney.

Call to Order

Thomas J. Gurick, Chair, called the Executive Committee meeting to order at 12:40 p.m.

1. Minutes of Meeting of December 2, 2005

On a motion by Mr. Hayden, seconded by Ms. Denworth, the minutes of the meeting of December 2, 2005 were approved as distributed.

2. DVRPC Fiscal Year 2007 Budget

The proposed DVRPC FY 2007 budget was distributed to the Executive Committee for their review. Action to adopt the budget will be taken at the regular February Executive Committee meeting.

3. DVRPC FY 2006 Planning Work Program Second Quarter Report

The DVRPC FY 2006 Planning Work Program Second Quarter Report was 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 at 12:41 p.m.