

# DELAWARE VALLEY REGIONAL PLANNING COMMISSION

## BOARD COMMITTEE

### **Minutes of Meeting of April 22, 2004**

Location: Commission Offices  
The Bourse Building, 8<sup>th</sup> 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

Brent C. Barnes

Governor of New Jersey's Appointee

Tracie Gelbstein, Esq.

Governor of Pennsylvania'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 B. 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	Gary Jastrzab
City of Camden	(not represented)
City of Trenton	(not represented)
<u>Non-Voting Members</u>	
Federal Highway Administration New Jersey Division	(not represented)
Pennsylvania Division	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	Herman Volk
Federal Transit Administration, Region III	Keith Lynch
Southeastern Pennsylvania Transportation Authority	(not represented)
New Jersey Transit Corporation	James Schwartzwalder
Port Authority Transit Corporation	(not represented)
Delaware River Port Authority	Linda Hayes
New Jersey Department of Environmental Protection	William Purdie
Pennsylvania Department of Environmental Protection	(not represented)
Pennsylvania Department of Community and Economic Development	(not represented)
Regional Citizens Committee Chairman	James Schwartzwalder
<u>DVRPC Co-Counsel</u>	
Pennsylvania Co-Counsel New Jersey Co-Counsel	Timothy J. Carson Thomas Coleman, Esq.

DVRPC Staff: John J. Coscia, Donald S. Shanis, Barry Seymour, William Greene, Thabet Zakaria, Charles Dougherty, John Ward, Richard Bickel, Elizabeth Schoonmaker, and Jean McKinney.

Guests

Pennsylvania Department of Transportation	Robert Hannigan Greg Brown (Dist. 6-0)
New Jersey Department of Transportation	Jerry Mooney Brian Cuccia
Camden County	Eve Charles
Gloucester County	Morris Bayer
Federal Highway Administration	Louis Clerkley
Federal Transit Administration	Janet Kampf
Delaware River Joint Toll Bridge Commission	Roger Srever
Representative for Senator Vincent Fumo	Vincent Rossi
Cross County Connection Transportation Management Association	William Ragozine
C.C.G. Works	Marge Walker
10,000 Friends of Pennsylvania	Della Schweiger
Residents for Regional Traffic Solutions (RRTS)	Sue Herman

**Call to Order**

Chairman Thomas J. Gurick called the meeting to order at 10:43 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 March 25, 2004**

On a **motion** by Mr. Hughes, seconded by Mr. Barnes, the minutes of the meeting of March 25, 2004 were approved as distributed.

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

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

a. TIP Action PA03-50a: I-95 / Girard Point Bridge Over the Schuylkill River, Philadelphia

PENNDOT has requested that DVRPC amend the FY2003-2006 TIP for Pennsylvania by adding the \$8.360 million construction phase to the Girard Point Bridge project (MPMS #17605). The construction is ready to advance and the request is to program \$1.088 million federal Bridge/\$272,000 state Bridge in FY04, \$2.4 million federal Bridge/\$600,000 state Bridge in FY05, and \$3.2 million federal Bridge/\$800,000 state Bridge in FY06. The cash flow for this project would then be consistent with the FY05 TIP update programming for this project and would enable PENNDOT to authorize and let the construction bid during the spring of 2004. Design work for the project has been completed and will include replacement of expansion dams, deck and fatigue crack repair, as well as the total replacement of the drainage system on the bridge.

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

b. TIP Action PA03-50b: Route 291 / Governor Printz Boulevard Bridge, Delaware County

PENNDOT has requested that DVRPC amend the FY2003-2006 TIP for Pennsylvania by adding a new project to the TIP with a \$300,000 final design phase in FY04 using state funds. This bridge over Darby Creek is located in Ridley Township and was originally programmed using state maintenance funds. Due to limited availability of state maintenance funds, the request is to add this project, Route 291/Governor Printz Boulevard Bridge (MPMS #47409) to the TIP using a different variety of state funds.

Financial Constraint will be maintained as this project is using state funds only and the TIP's conformity finding will not be impacted by this amendment as this project is exempt.

c. TIP Action PA03-50c: Candidate Bridge Scoping, Various Counties

PENNDOT has requested that DVRPC amend the FY2003-2006 TIP for Pennsylvania by adding a new project to the TIP, the Candidate Bridge Scoping

project (MPMS #70462) using \$300,000 state Bridge funding. In an effort to reduce the lengthy project development process for the 34 bridges that are programmed in the Draft FY05 TIP update, PENNDOT is requesting to program \$300,000 to fund an environmental consultant to do preliminary design work for these projects. This would allow earlier advertisement for design consultants, assist project managers to better define the scope of services for each project, and would produce early environmental investigations and background research on said bridges so that bridge projects can get underway at the beginning of the upcoming federal fiscal year, October 1, 2004.

Financial Constraint will be maintained as this project is using state funds only and the TIP's conformity finding will not be impacted by this amendment as this project is exempt.

Favorable recommendation was received from the Planning Coordinating Committee/Regional Transportation Committee (PCC/RTC) for approval of TIP Action PA03-50a, PA03-50b, and PA03-50c.

Favorable recommendation was received from the Regional Citizens Committee (RCC) for TIP Action PA03-50a, PA03-50b, and PA03-50c. In addition, the RCC urges PENNDOT to consider a design that ensures safe bicycle and pedestrian access, and to address the Bicycle/Pedestrian Checklist for TIP Action PA03-50c.

John J. Coscia, Executive Director, responded that the RCC's recommendations would be forwarded to PENNDOT for consideration.

The Board unanimously adopted the following **motion**

**MOTION** by Mr. King, seconded by Mr. Cureton that the Board approve the following TIP actions:

- (1) TIP Action PA03-50a - PENNDOT's request to modify the FY 2003 TIP for Pennsylvania (FY2003-2006) by adding the construction phase to the Girard Point Bridge project (MPMS #17605) and programming \$1.088 million federal Bridge/\$272,000 state Bridge in FY04, \$2.4 million federal Bridge/\$600,000 state Bridge in FY05, and \$3.2 million federal Bridge/\$800,000 state Bridge in FY06.
- (2) TIP Action PA03-50b - PENNDOT's request to amend the FY 2003 TIP for Pennsylvania (FY2003-2006) by adding a new project. The Route 291/Governor Printz Boulevard bridge project (MPMS #47409) will program a \$300,000 final design phase in FY04 using state funds.
- (3) TIP Action PA03-50c - PENNDOT's request to amend the FY 2003 TIP for Pennsylvania (FY2003-2006) by adding a new project. The Candidate Bridge Scoping project (MPMS #70462), will program a \$300,000 preliminary engineering phase in FY04 using state funds.

d. TIP Action PA013-51a: Market Street Elevated Reconstruction Program, SEPTA

SEPTA has requested that DVRPC modify the FY2003-2006 TIP for Pennsylvania. SEPTA's request is to program an additional \$20.458 million in FY04 for construction. The original cost estimate for this project was a total of \$420 million, but due to a very competitive construction market, low bids for the construction contract have come in much higher than the original estimate, resulting in an overall \$147 million project increase which will be spread over several years. Adjustments to the project for fiscal years FY05-FY08 will be accounted for in the FY05 TIP update. The result of SEPTA's request would be a \$70.458 million FY04 construction phase (\$17.6 million federal Section 5307/\$38.767 million federal Section 5309/\$11.743 million state Capital Bond/\$2.348 million Local match).

Financial constraint will be maintained by making adjustments to other existing TIP projects whose schedules or costs have changed, and by using additional funding levels provided by the actual FTA allocations and state funding. The TIP's conformity finding will not be impacted by this amendment as this 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. Jastrzab, seconded by Mr. Barnes that the Board approve TIP Action PA03-51a, SEPTA's request to modify the FY 2003 TIP for Pennsylvania (FY2003-2006) by increasing the FY04 construction phase by \$20.458 million. The Market Street Elevated Reconstruction project (MPMS #60281), will be programmed by reducing the FY04 federal Section 5309 funds by \$1.233 million and adding \$17.6 million federal Section 5307/\$3.408 million state Capital Bond/\$683,000 Local match) in FY04 for construction. The net result is a \$70.458 million FY04 construction phase.

e. TIP Action PA03-51b: SMART Stations, SEPTA

SEPTA has requested that DVRPC amend the FY2003-2006 TIP for Pennsylvania by adding a new project, the SMART Stations Project. The SMART Stations Project is an effort to improve passenger safety and security on the Market Frankford Line, the Broad Street Subway Line, and Subway/Surface Lines. The project will provide for the installation of the following: modern fire detection, reporting, and suppression equipment; security systems including emergency lighting, intrusion and robbery alarms; CCTV surveillance; audio visual public address systems; improved emergency exits and phones; and station lighting. In the past SEPTA has included these types of improvements in individual station projects, but have found that combining the improvements into one contract will yield quicker results, will

provide limited disruption to the riding public, will allow for easy standardization of equipment at all stations, and will provide a cost savings. The project would be funded with \$8.1 million state Act 26 funds/\$279,000 Local match in FY04. \$8 million of state and local match money will be programmed in both FY05 and FY06 in the FY05 TIP update. The project will be separated into two phases, with 21 stations included in the first phase and scheduled completion in 2008. Phase two consisting of 38 stations is scheduled for completion in 2010, with an estimated total construction cost of \$85 million for both Phase 1 and Phase 2.

Financial Constraint will be maintained by making adjustments to other existing TIP projects whose schedules or costs have changed, and by using additional funding levels provided by the actual FTA allocations and state funding. The TIP's conformity finding will not be impacted by this amendment as this project is exempt.

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

**MOTION** by Mr. Jastrzab, seconded by Mr. Hayden, that the Board approve TIP Action PA03-51b, SEPTA's request to amend the FY 2003 TIP for Pennsylvania (FY2003-2006) by adding a new project. The SMART Stations project (MPMS #706910) will be programmed with \$8.1 million state Act 26 funds/\$279,000 Local match in FY04.

f. TIP Action NJ04-09: Gloucester County Guiderail Safety Project, Gloucester County

Gloucester County has requested that DVRPC amend the FY2004-2006 TIP for New Jersey by adding a new project into the TIP, programming a FY04 preliminary engineering phase for \$100,000 federal STP-STU funds.

Gloucester County has 16 locations where county roadways either cross over or under the NJ Turnpike without actual access to the toll facility. When the turnpike was constructed in the 1960's, steel thrie beam guiderail and other dated appurtenances attached to the turnpike's parapets were installed and given to the county to maintain. The original installations are substandard and pose traffic safety hazards such as improper shielding for any errant vehicle as well as blunt and fixed object hazard. This project will provide for the design of 5 guiderails on the following roads: Tomlin Station Road, Ogden Station Road, Parkville Station Road, Elm Avenue, and Tanyard Road.

Financial Constraint will be maintained by drawing down the necessary \$100,000 from DB #X80B, the DVRPC Local Scoping Line Item and the TIP's conformity finding will not be impacted by this amendment as this project is exempt.

After favorable recommendation from the PCC/RTC and the RCC, the Board

unanimously adopted the following **motion**:

**MOTION** by Mr. Romick, seconded by Mr. Barnes, that the Board approve TIP Action NJ04-09, Gloucester County's request to amend the FY 2004 TIP for New Jersey (FY2004-2006) by adding a new project, the Gloucester County Guiderail Safety Project. This action programs \$100,000 STP-STU funds for a FY04 preliminary engineering phase, drawing down \$100,000 from the DVRPC Local Scoping Line item, DB #X80B.

**3. Approval of New Jersey Department of Transportation (NJDOT) Revised Functional Classification Maps**

Charles Dougherty, DVRPC Staff, explained to the Board that the Federal Highway Administration (FHWA), in cooperation with the State Departments of Transportation, has established a process for designating how all public roadways relate to each other according to their function in carrying traffic from one part of the network to another. This product of this process is the Highway Functional Classification System.

The system designates each section of roadway as being in one of several classes, starting with Interstates at the highest class, moving down to Principal and Minor Arterials, then to Collectors, and ending with Local roads. These classes are further defined as being either Urban or Rural. Following each decennial census, FHWA requests that each state update the Urban Boundary line which demarcates the urban areas from the rural areas in the state. While this boundary is generally based on the Bureau of the Census's urbanized areas, the states, in cooperation with the MPOs, are permitted to smooth the boundary line to meet the objectives of the highway classification system. DVRPC, working with its member counties, adopted a new Urban Boundary line in May 2003.

Based on the new Urban Boundary line, many of the roads must be reclassified. Since this effort already requires a significant systematic review, the states expand the exercise to include a complete review of the functional classification of all roads in each county. In making changes to the system, FHWA requires that the mileage in various classes be within certain percentage ranges.

NJDOT hired Michael Baker, Inc. to assist the department and the counties in this exercise and asked DVRPC to coordinate the effort in our region. DVRPC hosted a training session with our counties and those of the South Jersey Transportation Planning Organization for NJDOT and its consultant to explain how the changes were to be made. Baker provided GIS generated color coded maps for each county. Suggested changes could be marked directly on the maps and/or as text documentation. As draft maps were made, they were posted to the Baker website for review. DVRPC assisted each county by suggesting various changes and by negotiating with NJDOT. In a departure from past practice, DVRPC argued for and won the right to balance the classes at the region level rather than the county level.

Furthermore, staff pushed for the greatest accuracy in accounting for local street mileage, since this would raise the base upon which the percentages are calculated. The significance of this is that it would allow greater mileage to be assigned to the higher classes of roads, including those considered the federal-aid system (any road above Rural Minor Collector). Greater mileage in these classes translates into the State receiving a greater share of apportioned federal highway funds.

DVRPC staff and the New Jersey counties have completed their review and NJDOT has accepted the changes.

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

**MOTION** by Mr. Barnes, seconded by Mr. Romick, that the Board approve the New Jersey Department of Transportation's revised functional classification maps.

**4. Authorization to Open 30-Day Public Comment Period for the Draft 2005 Transportation Improvement Program (TIP) for New Jersey (FY2005-2007) and for Pennsylvania (FY2005-2008); and for Amendments to the Year 2025 Horizons Long Range Plan**

Mr. Dougherty explained to the Board that federal law and planning regulations require the development of a Transportation Improvement Program (TIP) in order for the metropolitan region to be eligible to receive federal transportation funds. The creation of the TIP is to be done by the MPO in cooperation with the state and transit operators, and must provide opportunity for input and comment by the public. These same laws and regulations require the MPO to have a long range plan and to update that plan periodically as new conditions or policies are determined or to amend that plan to include new components. A 30-day comment period must be conducted prior to a formal action to adopt the TIP or update/amend the plan.

Every other year DVRPC develops a TIP that covers both state portions of the region (the New Jersey portion is done every year). Work began in September 2003 on the development of the FY 2005-2007 TIP for the New Jersey portion of the region and the FY 2005-2008 TIP for the Pennsylvania portion of the region.

The New Jersey and Pennsylvania Subcommittees of the RTC, under the direction of the DVRPC staff, have been working on a draft TIP that meets the requirements of the federal laws and regulations, including those concerning financial constraint, air quality, plan consistency and environmental justice. In addition, DVRPC and PENNDOT held a joint public meeting last fall to gather input for the PA transportation program, while DVRPC conducted outreach through its *NJ Problem Identification and Prioritization* project to gather input for the Study and Development Program portion of the NJ transportation program. DVRPC needs to adopt the 2005 TIP no later than the June Board meeting so that the states can

submit their 2005 Statewide Transportation Improvement Programs to the federal agencies for review and approval before the end of the federal fiscal year. The Pennsylvania portion must first be approved by the State Transportation Commission at its quarterly meeting.

In the process of developing the draft TIP, staff identified four highway studies in the Horizons 2025 Plan that have produced elements that are entering the project development phase or have scopes that are more clearly defined. Staff recommends that these be put forward as plan amendments:

1. I-95 Scudders Falls Bridge Widening
2. US 422 from Route 202 to Limerick Widening
3. PA Turnpike from West of Valley Forge to East of Exton Widening
4. Chester City Access Improvements

Staff recommends that the DVRPC Board authorize a 30-day comment period to allow further comment on the draft TIP and Plan Amendment documents by the public and other agencies. The draft documents will be available for public review by May 5th, with the public comment period running through June 6th. Following this 30-day public comment period, staff and the PA and NJ Subcommittees of the RTC will review the comments received, and the RTC and RCC will prepare recommendations to the Board for adoption of the final TIP and plan amendments.

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

**MOTION** by Mr. Payne, seconded by Ms. Lewis, that the Board authorizes staff to open a 30-day public comment period for the purpose of gathering public and agency comments on the draft 2005 Transportation Improvement Program (TIP) for New Jersey (FY2005-2007) and for Pennsylvania (FY2005-2008) and for amendments to the 2025 *Horizons* Long Range Plan, to issue proper public notification, to publish the draft TIP and Plan Amendments on the Internet, to make copies available at certain public libraries, and to hold public meetings in New Jersey and Pennsylvania.

Lynn Bush, Bucks County, stated that the bridge commission has done studies on other bridge projects and questioned why the Scudders Falls Bridge is being advanced on the Plan.

Staff explained that while the current Plan includes the widening of the bridge, the current studies being conducted by the Delaware River Joint Toll Bridge Commission are considering widening the I-95 mainline roadway as far back as PA 332. Staff believes that such a change in scope should be aired for public comment.

## 5. New Jersey Transportation Enhancements (TE) Program 2004

Dr. Shanis explained to the Board that the TE Program funds "non-traditional" projects that enhance the transportation experience, mitigate the impacts of transportation facilities on communities and the environment, and enhance community character through transportation-related improvements. Federal law (ISTEA and TEA-21) require states to set aside 10% of their federal Surface Transportation Program funds for the TE Program. While Pennsylvania and New Jersey conduct slightly different programs, DVRPC is closely involved in each project selection process.

As part of the TE selection process for New Jersey, DVRPC is represented on the New Jersey Department of Transportation (NJDOT) Advisory Committee. As a member of the committee, one of the roles DVRPC plays is to evaluate and apply a set of selection criteria to all candidate projects within the New Jersey portion of the DVRPC region. The selection criteria form a basis for ranking the projects and making recommendations to the Advisory Committee.

In the 2004 TE Program, 43 applications in the DVRPC portion of New Jersey were submitted to NJDOT. DVRPC staff visited each project location and evaluated the project based on the criteria established by NJDOT. The ranked list of projects is

to be sent to the Commissioner of Transportation for approval. The Advisory Committee meeting at NJDOT to review applications and rankings is scheduled for April 27, 2004.

The PCC/RTC recommended that the affected New Jersey counties review the list of TE projects, choose their top two priorities, and forward them to the Board for the April 22 meeting, and that in future years the PCC/RTC members play a larger role in project selections.

Mr. Coscia pointed out that the revised list of selected projects was distributed to the Board for approval.

The RCC recommended approval of the TE projects, however, the RCC urges a change in the New Jersey TE process to allow the MPO and citizens more effective input.

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

**MOTION** by Mr. Barnes, seconded by Mr. Romick that the Board approve the recommended projects as selected by the New Jersey Counties for the 2004 Transportation Enhancements Program and direct DVRPC staff to forward the recommended project list to the NJDOT TE Advisory Committee.

## 6. Pennsylvania Public Transit Association (PPTA) Funding Proposal

Dr. Shanis explained to the Board that the Pennsylvania Public Transportation Association (PPTA) has developed a funding proposal (distributed to the Board) for the Commonwealth of Pennsylvania's 74 transit systems. The proposal results from a current funding crisis among the state's transit systems and is intended to afford transit service stabilization and maintain a state of good repair.

Currently, the Commonwealth of Pennsylvania is the primary funding source for public transportation agencies. Over time, funding has not kept pace with inflation and public transit providers may be forced to take cost-cutting actions, such as eliminating service.

The centerpiece of the PPTA funding proposal is a dedicated funding program of \$250 million annually. In a February 13, 2004 letter, the Southeastern Pennsylvania Transportation Authority (SEPTA) transmitted a copy of the funding proposal to DVRPC and requested that DVRPC offer its support of the proposal.

Jeanne E. Neese, Esq., Special Counsel - Legislation, Office of Chief Counsel at SEPTA presented to the Board highlights of the proposal and stated that SEPTA is in dire need of funding to correct their deficit. Ms. Neese stated that past subsidies have either been taken away or capped and transit cannot operate without a funding solution. The transit systems have spent about 18 months negotiating formulas to help solve the problem for each class of system. After a needs assessments was performed, it was realized that the most important issues were service stabilization and the maintaining a state of good repair for the systems (\$250 million annually). The PPTA proposal for Board endorsement does not include major capital investments funding and reduces the level of service stabilization and state of good repair funding to a more palatable number. Ms. Neese then referred to the *Summary of PPTA Legislative Proposal* (distributed to the Board) for the details of proposal funding and urged the Board to support the proposal.

Jerald R. Cureton, Burlington County stated that he believes the Board is being asked to support a lobbying effort for SEPTA and questioned whether this was something in which the Board is accustomed.

Mr. Coscia responded that the Board has been asked to endorse these types of state wide proposals in the past and according to the needs of the individual counties and cities the Board has supported these proposals. Mr. Coscia also stated that SEPTA is facing other rising costs such as health care and fuel cost issues.

Mr. Coscia stated that DVRPC would prepare and forward a letter to the County Board Members requesting support for the PPTA Funding Proposal. The individual County Board Members would be asked to sign the letter endorsing the proposal.

The PCC/RTC supports the PPTA funding proposal, with the understanding that it does not cover everything that is needed, but is just a first step in securing necessary transit funding.

The RCC is not of one mind with regard to the PPTA Funding Proposal. The Committee needs more time to investigate this issue and urges the DVRPC Board to take its time as well before taking action. The RCC believes that it would be valuable to check out how other regions are dealing with this funding dilemma.

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

**MOTION** by Mr. Pickett, seconded by Mr. Hughes that the Board authorize DVRPC staff to prepare a letter for individual County Board Member signatures endorsing the Pennsylvania Public Transit Association Funding Proposal.

## **7. Approval of Delaware Valley Smart Growth Criteria**

Barry Seymour, DVRPC staff presented to the Board the Delaware Valley Smart Growth Criteria (distributed to the Board). DVRPC staff has been working with a group of county, regional and state planners, developers, land use attorneys, environmentalists and non-profit organizations to develop a unified set of criteria for Smart Growth projects in the Delaware Valley region. The criteria have been formed as a set of questions which could be used for a regional Project Recognition Program. This program would create a jury that would review proposed projects against this criteria, and recognize those projects that meet the criteria as supported Smart Growth projects. By recognizing the value of proposed projects, the recognition program encourages developers, citizen groups, and elected officials to strive for and support smart growth.

The members of the jury and the specific structure of the recognition program have not been identified or developed at this time. However, staff believes that the program criteria as developed reflect a positive set of guidelines for future development in the region and would serve to support and provide a more specific framework for new development that is consistent with the DVRPC Year 2025 Land Use and Transportation Plan.

The criteria that all selected projects must meet are: (1) location, base criteria; (2) density, design, and diversity of uses; (3) transportation, mobility, accessibility; (4) environmental; and (5) community assets and participation.

Donna Lewis, Mercer County, questioned how the Smart Growth Criteria process would be accomplished.

Mr. Coscia responded that this voluntary program allows a developer to propose a project to the Urban Land Institute (ULI) Smart Growth Alliance jury for endorsement. If endorsed, the project then can be submitted to the township or county for approval.

Mr. Seymour added that the Smart Growth Criteria are simply advisory guidelines from the ULI.

Ms. Lewis' concern is that this process does not interfere with the regional planning process.

Joyce Paul, New Jersey Department of Community Affairs, commented, at present, that the ULI group is forming to define Smart Growth and that this criteria could also be helpful as guidelines for the TCDI applications in the future.

Herman Volk, New Jersey Office of Smart Growth commented that, in general, this criteria is a simplified summary of the existing State Development and Redevelopment Plan and is not a part of a plan endorsement process.

Favorable recommendation was received by the RCC for the Board endorse the Delaware Valley Smart Growth Criteria.

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

**MOTION** by Ms. Denworth, seconded by Ms. Paul, that the Board approve the *Delaware Valley Smart Growth Alliance Project Recognition Program Criteria* as consistent with the goals and vision of the DVRPC Year 2025 Plan.

**8. Appointment of Nominating Committee for Fiscal Year 2005 DVRPC Board Officers**

Chairman Gurick appointed a Nominating Committee to propose a slate of DVRPC Board Officers for Fiscal Year 2005 (July 1, 2004 through June 30, 2005) as follows:

Thomas J. Gurick, Camden County, Chairman  
Charles H. Martin, Bucks County  
Jerald R. Cureton, Esq., Burlington County  
Larry M. King, Pennsylvania Department of Transportation  
Brent Barnes, New Jersey Department of Transportation  
Maxine Griffith, City of Philadelphia

The Chairman for FY 2005 must be from Pennsylvania in accordance with the DVRPC Compact. The committee nominations are to be reported at the regular May meeting with the election to take place at the regular June meeting.

## 9. Regional Citizens Committee (RCC) Report

Warren Strumpfler, representing the RCC, reported on additional activities from the RCC Meeting of April 13, 2004. Mr. Strumpfler stated that the RCC recommends that the DVRPC Board approve and forward to New Jersey Transit, the Resolution (attached as part of these minutes) with reference to the New Jersey Transit Bus to Wildwood.

Chairman Gurick stated support for the resolution, in particular, resuming service to Walter Rand Transportation Center in Camden for the 316 bus line to Wildwood.

The Board adopted the following **motion**:

**MOTION** by Mr. Cureton, seconded by Mr. Romick that the Board approve the RCC resolution entitled: New Jersey Transit Bus to Wildwood and that staff forward the resolution to New Jersey Transit for consideration.

Motion carried with the New Jersey Department of Transportation opposing.

Mr. Strumpfler continued with a second RCC Resolution (attached as part of these minutes) with reference to Rail Gondolas as Alternatives to Quarry Trucks on Swamp Road. This resolution deals with transporting stone by trucks from the Bucks County quarries creating danger on the present highway routes.

Sue Herman, Residents for Regional Traffic Solutions (RRTS) commented and urged the Board to approve the RCC resolution. Ms. Herman stated that at the April 2, 2004 Surface Transportation Board (STB) hearing a proposal was made to use the short line railroads to haul stone in our region. A method which would reduce truck congestion and associated hazards. A FOX 29 CD entitled: *Using Rail Stone from the Swamp Road Quarries* was distributed for Board review at a later time.

Mr. Coscia responded that staff will work with Bucks County and PENNDOT and will report their recommendations at a later date.

## 10. Executive Director's Report

### a. Status of the DVRPC Annual Dinner

Mr. Coscia called the Board's attention to the flyer (distributed to the Board) with reference to the DVRPC Annual Dinner and urged the Board to make their reservations as quickly as possible.

### b. The Future in Transit - Destination 2030 Forum

Mr. Coscia reported on the Forum which dealt with Potential Transit Projects in the Delaware Valley Region held on April 8, 2004 at Lowes Hotel in Philadelphia. Maps depicting 14 proposed systems within the nine county region were distributed to the Board for their review. A second outreach meeting will be held on June 16, 2004 at the Convention Center. The purpose of these meetings is to select priority transit projects for incorporation into the DVRPC 2030 Plan.

#### **11. New Design of DVRPC Website**

Mr. Seymour briefed the Board on the new DVRPC Website which was launched on April 1, 2004.

#### **12. Committee Reports**

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

- (1) Planning Coordinating Committee/Regional Transportation Committee;
- (2) Joint Land Use and Economic Development Committee and Regional Housing Committee
- (3) Goods Movement Task Force; and Board Policy Analysis Committee.

#### **OLD BUSINESS**

No old business was stated.

#### **NEW BUSINESS**

No new business was stated.

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

The Board, alternates, and guests were invited to have lunch and tour the National Constitution Center.

Attachments:

- (1) PCC/RTC Recommendations to the Board for April 22, 2004
- (2) RCC Recommendations to the Board for April 22, 2004

Additional Documents Distributed to the Board:

- (1) Letter from Susan Herman, Residents for Regional Traffic Solutions, Inc., to DVRPC Board Members dated April 2, 2004
- (2) *Alert*, April 2004
- (3) *Freight Lines*, April 2004
- (4) *TravelSmart*, April 2004

**DELAWARE VALLEY REGIONAL PLANNING COMMISSION**

**EXECUTIVE COMMITTEE**

**Minutes of Meeting of March 25, 2004**

Location: Commission Offices  
Bourse Building, 8<sup>th</sup> 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

Brent C. Barnes

New Jersey Governor's Appointee

Tracie Gelbstein, 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

(not represented)

City of Philadelphia

Gary Jastrzab

Guests

Pennsylvania Department of Transportation

Robert Hannigan  
Greg Brown (Dist. 6-0)

New Jersey Department of Transportation

Jerry Mooney  
Brian Cuccia

Delaware County

John Pickett

Montgomery County

Kenneth B. Hughes

Burlington County	Jerald R. Cureton, Esq. Carol Ann Thomas Eve Charles
Camden County	
Gloucester County	Charles E. Romick Morris Bayer
Mercer County	Donna Lewis
City of Chester	William Payne
Federal Highway Administration Pennsylvania Division	Spencer Stevens Janet Kampf Louis Clerkley
U.S. Department of Housing and Urban Development, Region III	Laura Pelzer
New Jersey Office of Smart Growth	Herman Volk
Federal Transit Administration, Region III	Keith Lynch
New Jersey Transit Corporation	James Schwartzwalder
Delaware River Port Authority	Linda Hayes
New Jersey Department of Environmental Protection	William Purdie
Regional Citizens Committee Chairman	James Schwartzwalder
Delaware River Joint Toll Bridge Commission	Roger Srever
Representative for Senator Vincent Fumo	Vincent Rossi
Cross County Connection Transportation Management Association	William Ragozine
C.C.G. Works	Marge Walker
10,000 Friends of Pennsylvania	Della Schweiger
Residents for Regional Traffic Solutions (RRTS) <u>DVRPC Co-Counsel</u>	Sue Herman
Pennsylvania Co-Counsel New Jersey Co-Counsel	Timothy J. Carson Thomas Coleman, Esq.

DVRPC Staff: John J. Coscia, Donald S. Shanis, Barry Seymour, William Greene, Thabet Zakaria, Charles Dougherty, John Ward, Richard Bickel, Elizabeth Schoonmaker, and Jean McKinney.

### **Call to Order**

Chairman Thomas J. Gurick called the meeting to order at 12:20 a.m.

#### **1. Minutes of Meeting of March 25, 2004**

On a motion by Mr. Barnes, seconded by Mr. King, the minutes of the meeting of March 25, 2004 were approved as distributed.

#### **2. Authorization for a 2.0% Meritorious Annual Salary Increase for the DVRPC FY 2005 Budget**

Mr. Coscia explained that the Executive Committee approved and adopted the DVRPC FY 2005 Budget at its meeting on February 26, 2004. Action at that time for a 4.0% meritorious annual salary increase was held in abeyance while discussions continued with New Jersey and Pennsylvania commissioners. It is now recommended that a 2.0% meritorious salary increase become effective July 1, 2004.

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

**MOTION** by Mr. Hayden, seconded by Mr. Barnes that the Board authorize a 2.0% salary increase in the DVRPC FY 2005 Budget effective July 1, 2004.

#### **3. Appointment of Nominating Committee for Fiscal Year 2005 DVRPC Executive Committee Officers**

Chairman Gurick announced the names of the Nominating Committee which will select a slate of DVRPC Executive Committee Officers for Fiscal Year 2005 as follows:

Thomas J. Gurick, Camden County, Chairman  
Charles H. Martin, Bucks County  
Jerald R. Cureton, Esq., Burlington County  
Larry M. King, Pennsylvania Department of Transportation  
Brent Barnes, New Jersey Department of Transportation  
Maxine Griffith, City of Philadelphia

The Chairman for FY 2005 must be from Pennsylvania in accordance with the DVRPC Compact. The committee nominations are to be reported at the regular May meeting with the election to take place at the regular June meeting.

#### **4. FY 2004 Planning Work Program Third Quarter Report**

The FY 2004 Planning Work Program Third Quarter Report was distributed to the Executive Committee. Mr. Coscia reported that all work is on schedule and within budget.

#### **OLD BUSINESS**

No old business was stated.

#### **NEW BUSINESS**

No new business was stated.

There being no further business, the meeting was adjourned a 12:23 p.m.