

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

BOARD COMMITTEE

Minutes of Meeting of April 27, 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

Brent Barnes

New Jersey Governor's Appointee

Lisa Thornton

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

William H. Fulton

Delaware County

Thomas Shaffer

Montgomery County

Kenneth Hughes

Burlington County

Carol Ann Thomas

Camden County

Thomas J. Gurick

Gloucester County

Charles E. Romick

Mercer County

Donna Lewis

City of Chester

(not represented)

City of Philadelphia

Gary Jastrzab

City of Camden	Edward Williams
City of Trenton	(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	(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	David Fogel
New Jersey Transit Corporation	Jerry Lutin
Port Authority Transit Corporation	(not represented)
Delaware River Port Authority	Linda Hayes
New Jersey Department of Environmental Protection	(not represented)
Pennsylvania Department of Environmental Protection	Kevin Gallagher
Pennsylvania Department of Community and Economic Development	Kenneth Klothen
Regional Citizens Committee Chairman	Warren Strumpfer
<u>DVRPC Co-Counsel</u>	
Pennsylvania Co-Counsel	Elizabeth Witmer, Esq
New Jersey Co-Counsel	Thomas Coleman, Esq.

DVRPC Staff:

John J. Coscia, Barry Seymour, Donald Shanis, Thabet Zakaria, Chick Dougherty, John Ward, Elizabeth Schoonmaker, Phyllis Robinson, Candace Snyder, and Jean McKinney.

Guests

Pennsylvania Department of Transportation	James Mosca Linda Guarini (Dist. 6-0) Greg Brown (Dist. 6-0)
New Jersey Department of Transportation	Jim Lewis Brian Cuccia
Camden County	Eve Charles
City of Camden	William Spearman
Residents for Regional Traffic Solutions (RRTS)	Sue Herman

Call to Order

Thomas J. Gurick, Chair, called the meeting to order at 10:50 a.m.

Public Comments on Non-Agenda Items

Sue Herman, Residents for Regional Traffic Solutions (RRTS), addressed the Board. Ms. Herman stated that she had attended the DVRPC Goods Movement Task force meeting where a report was given with reference to a feasibility study which would examine hauling stone by rail. It was stated that the study would be completed and the findings would be available in May. Ms. Herman inquired as to the exact date these findings would be published.

Donald S. Shanis, DVRPC staff, responded that he believes the feasibility report findings will be presented on May 31, 2006 at the Regional Safety Task Force meeting. Dr. Shanis will inform Ms. Herman if this date is accurate.

1. Minutes of Meeting of March 23, 2006

On a **Motion** by Mr. King, seconded by Mr. Williams, the minutes of the Board meeting of March 23, 2006 were approved as distributed.

2. Transportation Improvement Program (TIP) Actions

Dr. Shanis, presented the following TIP actions to the Board for their approval:

a. TIP Action PA05-67a: North Delaware Avenue Extension, Lewis to Bridge, Bridesburg, Philadelphia

The City of Philadelphia has requested that DVRPC modify the FY2005-2008 TIP for Pennsylvania by adding a phase to the North Delaware Avenue Extension project . While this project has been under discussion conceptually for several years and is progressing through preliminary engineering, final design was never initiated and the request is to program \$250,000 (\$200 DEMO/\$50,000 Local match) for final design in FY06 in order to determine the exact alignment. Right of way (\$40,000 DEMO/\$10,000 Local) will also be added to FY06. These new phases combined with a correction in the DEMO funds still available for the project will require \$360,000 STU funds be added to the project budget in the construction phase. The project will extend Delaware Avenue past Lewis Street (near the Betsy Ross Bridge) north to Buckius Street. Note that the limits of the project need to be adjusted from "Lewis to Bridge Street" to "Lewis to Buckius Street." At this time construction is estimated at \$8 million. This project to extend Delaware Avenue past it's terminus near the Betsy Ross Bridge has been in a conceptual phase for several years, and has been identified as the first of a multi-phased project to construct a "River Road" along the north Delaware Riverfront amidst planned residential and recreational facilities including a \$15 million North Delaware River Greenway trail, a joint project with Philadelphia Streets Department, Fairmount Park Commission, and PA Environmental Council. The new road will extend between Lewis Street where it currently ends, further north approximately a mile and ½ to Buckius Street. The roadway is planned with shoulders for bike use, sidewalks, and will also serve as an alternate route for local truck traffic in order to get that traffic off of narrow Richmond Street.

Financial constraint will be maintained as this project uses primarily specially earmarked DEMO funds and by making adjustments to other existing TIP projects whose schedules or costs have changed.

The TIP's current conformity finding will not be impacted by this modification as this project has already been included in the regional air quality analysis.

b. TIP Action PA05-67b: I-95: Levick to Bleigh, Philadelphia

PennDOT has requested that DVRPC modify the FY2005-2008 TIP for Pennsylvania by adding a \$5 million ROW phase (\$4.5 million HWY/\$500,000 state) in FY06, 07, and 08, to the I-95, Levick to Bleigh Street Reconstruction project (MPMS #47394). This project is a potential component of the new statewide Interstate Maintenance Program (IMP). Some of the ROW acquisitions will need to be relocated and the process needs to get underway now so that the project can advance as currently planned for final design in FY07 and construction in FY08. Further, \$2 million for the utility phase (\$1.8 million HWY/\$200,000 State) will be added to FY06 and FY07 to begin coordination with the utility company for the project. This section of the I-95 reconstruction project involves the reconstruction of eight bridges and 1.2 miles of roadway, reconfiguration of the travel through Princeton Street and Cottman Avenue for a new southbound on-ramp from Cottman Avenue, and a northbound on-ramp

from Milnor Street. Construction for this section of the I-95 project is estimated at \$100 million.

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

The TIP's current conformity finding will not be impacted by this modification as this project has already been included in the regional air quality analysis.

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. Hayden, seconded by Mr. Jastrzab; that the Board approve the following TIP actions:

- (1) TIP Action PA05-67a - The City of Philadelphia's request to modify the FY 2005 TIP for Pennsylvania (FY2005-2008) by adding a final design phase (\$200,000 DEMO/\$50,000 local) and utility phase (\$40,000 DEMO/\$10,000 local) to the North Delaware Avenue Extension project. Acknowledge the need to increase the project budget by \$360,000 STU funds to accommodate necessary changes.
- (2) TIP Action PA05-67b - PennDOT's request to modify the FY 2005 TIP for Pennsylvania (FY2005-2008) by adding a \$5 million ROW phase in FY06 (\$900,000 HWY/\$100,000 State) , in FY07 (\$1.8 million HWY/\$200,000 state), and FY08 (\$1.8 million HWY/\$200,000 state) to the I-95, Levick to Bleigh Street Reconstruction project (MPMS #47394). Also add a \$2 million utility phase (\$450,000 HWY/\$50,000 State in FY06, and \$1.350 million HWY/\$150,000 in FY07).

c. TIP Action PA05-67c: Easton Road Bridges Over Deep Run Creek, Bucks County

PennDOT has requested that DVRPC modify the FY2005-2008 TIP for Pennsylvania by increasing the FY06 construction phase of the Easton Road Bridges Over Deep Run Creek project in Bucks County by adding \$6.660 million federal bridge funds to the FY06 construction phase as FY05 construction funds were not authorized, and to accommodate a cost increase. One of the 3 structures will have only the deck replaced and the cost increase is due to the fact that the other 2 now also require replacement of the superstructure, sandblasting and repainting. This project provides for the rehabilitation of three bridge structures in Bedminster Township: over Deep Run Creek; Tohickon Creek; and Creamery Road. Acknowledge Toll credit match for this project.

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

d. TIP Action PA05-67d: Naaman's Creek Road Restoration, Delaware County

PennDOT has requested that DVRPC amend the FY2005-2008 TIP for Pennsylvania by adding a project back into the TIP, the Naaman's Creek Road Restoration project (MPMS #15485). This project was included as a "3R" restoration project in the FY03 TIP, but was programmed with only final design and right of way at the time, and construction is now ready to advance on this section between the Delaware State Line and Beaver Valley Road. Typical components of a '3R' project include base repair, milling, overlay, resurfacing, and drainage improvements, and this one includes shoulder improvements. The intent of a '3R' project is to make whatever improvements are necessary to bring the road up to current standards. \$7.5 million for construction will be programmed in FY06 (\$4.5 million HWY/\$1.125 million state) and FY07 (\$1.5 million HWY/\$375,000 state).

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

The TIP's current conformity finding will not be impacted by this modification as this project is exempt from air quality analysis.

Favorable recommendation was received from the PCC/RTC for Board approval of TIP Actions PA05-67c and PA05-67d.

The RCC recommended approval of TIP Actions PA05-67c and PA05-67d. However, the RCC also noted the following for PA05-67d: Because of its long, linear connection, this road has the potential to be a major bicycle route, but it is impeded by its current design. Therefore, the RCC requests that bicycle/pedestrian facilities be added to this project and that a larger shoulder along this area be provided.

Thomas Shaffer, Delaware County, responded and agreed that if it is feasible a wider shoulder should be considered to accommodate bicycles and pedestrians.

John J. Coscia, Executive Director, also responded that the RCC's recommendation would be forwarded to PennDOT for a written response.

After discussion, the Board unanimously adopted the following **motion**:

MOTION by Mr. Shaffer, seconded by Ms. Denworth that the Board approve the following TIP Actions:

- (1) TIP Action PA05-67c: PennDOT's request to modify the FY 2005 TIP for Pennsylvania (FY2005-2008) by increasing the FY07 construction phase of the Easton Road Bridges Over Deep Run Creek project in Bucks County by adding \$6.660 million federal bridge funds to the FY06 construction phase. Acknowledge that this project is designated with a 20% Toll Credit Match, and uses 100% federal funds.
- (2) TIP Action PA05-67d: PennDOT's request to amend the FY 2005 TIP for

Pennsylvania (FY2005-2008) by adding a project back into the TIP, the Naaman's Creek Road Restoration project, and programming \$7.5 million for construction (\$4.5 million HWY/\$1.125 million state in FY06 and \$1.5 million HWY/\$375,000 state in FY07).

e. TIP Action PA05-68: Philadelphia Naval Center Shuttle, Philadelphia

SEPTA has requested that DVRPC modify the FY2005-2008 TIP for Pennsylvania by adding FY06 funds to the Navy Yard Shuttle Bus. Originally funded through the DVRPC Competitive CMAQ Program, the service was expected to provide 12 months of transit feeder service to the Navy Yard (formerly known as the Naval Business Center) from SEPTA's Broad Street Subway Pattison Avenue Station. Service began on February 24, 2004 and carries average daily ridership of 298 passengers, and has been able to provide over two years of service (26 months). SEPTA and PAID - the Philadelphia Authority for Industrial Development, formerly known as PIDC, Philadelphia Industrial Center - request that \$140,000 (\$112,000 CMAQ/\$28,000 local match) be programmed this fiscal year to provide an additional 10 months of service, resulting in a full three years of operating assistance as allowable under the CMAQ program. Since the vehicles have already been purchased, funds are needed for operations only. PAID is working to get full financial support for the service from the private industries in the Navy Yard development to pick up the tab for the shuttle service once this federal funding is expended. The name of the project will be changed to the Navy Yard Shuttle Bus as the Naval Center is now referred to as the Navy Yard.

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

The TIP's current conformity finding will not be impacted by this modification as this project is exempt from air quality analysis.

Favorable recommendation was received from the PCC/RTC for the Board to approve TIP Action PA05-68.

The RCC also recommends approval of TIP Action PA05-68, however, since there will be an increase in shuttle bus traffic, asks the Board to consider ferry service to New Jersey in the future.

Charles Romick, Gloucester County, commented that a project to examine ferry service to New Jersey is in the Gloucester County Work Program as a pass through project.

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

MOTION by Mr. Jastrzab, seconded by Ms. Denworth, that the Board approve TIP Action PA05-68, SEPTA's request to modify the FY 2005 TIP for

Pennsylvania (FY2005-2008) by adding FY06 funds to the Navy Yard Shuttle Bus by programming \$140,000 (\$112,000 CMAQ/\$28,000 local match) for a total of three years of operating assistance.

f. TIP Action PA05-69: Limekiln Pike / 202 Intersection, Bucks County Germantown Avenue Reconstruction, Philadelphia

PennDOT has requested that DVRPC amend the FY2005-2008 TIP for Pennsylvania by adding a new project, the Limekiln Pike/202 Intersection project. This state funded project is one of the off-site improvements related to the Route 202 Parkway project and would be programmed for \$750,000 state funds for preliminary engineering in FY06 (\$300,000), final design in FY07 (\$300,000), and utility and right of way in FY07 (\$150,000). The project will replace the signalized intersection with either a round-about, or removal of the “dog-leg” alignment to eliminate the existing jog where the two roads intersect. The alternative will be selected during the preliminary engineering phase.

Financial constraint will be maintained as this project uses 100% state funds. The TIP’s current conformity finding will not be impacted by this modification as this project is exempt from air quality analysis.

g. TIP Action PA05-70: Willow Grove Avenue Over SEPTA R8 (Bridge), Philadelphia

The City of Philadelphia Streets Department has requested that DVRPC amend the FY2005-2008 TIP for Pennsylvania by adding a new project, the Willow Grove Avenue Bridge Over SEPTA R8, and programming \$300,000 (\$240,000 federal bridge/\$45,000 state/\$15,000 local) for preliminary engineering in FY06. Final design of \$250,000 and construction totaling \$2.7 million will be programmed in Later Fiscal Years. The bridge was recently closed to pedestrian and vehicular traffic due to advanced deterioration of the structure. \$300,000 for preliminary engineering will commence this fiscal year, with final design and construction estimated at \$3 million (combined) in later fiscal years. The scope of work includes the removal of the existing structure and piers, the construction of new stone faced reinforced concrete abutments, reconstruction of the roadway approach, and the construction of a new single span stringer bridge, concrete parapets, and an electrification barrier over the SEPTA track.

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

The TIP’s current conformity finding will not be impacted by this modification as this project is exempt from regional air quality analysis.

h. TIP Action PA05-71: PA 422 Reconstruction, PA 29 to Township Line, Montgomery County

PENNDOT has requested that DVRPC amend the FY2005-2008 TIP for Pennsylvania by adding a project back into the TIP, the PA 422 Reconstruction project between PA 29 and Township Line. This stretch of roadway is proposed for inclusion and rehabilitation in the PennDOT Pavement Preservation Program, but final design needs to be advanced at this time before the deterioration progresses to a point where the roadway is no longer eligible for the program. PennDOT's request is that \$350,000 for final design be programmed over FY06, FY07, and FY08 for the project. Construction is estimated at \$4 million.

Financial constraint will be maintained as this project is using 100% state funds. The TIP's current conformity finding will not be impacted by this modification as this project is exempt from regional air quality analysis.

Favorable recommendation was received from the PCC/RTC for the Board to approve TIP Actions PA05-69, PA05-70, and PA05-71.

The RCC recommended approval of TIP Action PA05-69, however, in addition, the RCC would like to clarify that, in fact, the construction of a round-about will create the need for a new bridge, thereby requiring additional funds.

Dr. Shanis responded that a detailed analysis would be performed to examine whether or not adding a new bridge would expand the scope of the project.

The RCC recommended approval of TIP Action PA05-70 and PA05-71, however, notes for TIP Action PA05-71 that there should be an opportunity for bicycle and pedestrian access to the roads that intersect this corridor.

Mr. Coscia responded that the RCC's recommendation for TIP Action PA05-71 will be forwarded to the appropriate agencies for a response.

After discussion, the Board unanimously adopted the following **motion**:

MOTION by Ms. Bush, seconded by Mr. Hughes, that the Board approve the following TIP Actions:

- (1) TIP Action PA05-69: PennDOT's request to amend the FY 2005 TIP for Pennsylvania (FY2005-2008) by adding a new state funded project to the TIP, programming \$300,000 for preliminary engineering in FY06, \$300,000 for final design in FY07, \$50,000 for utilities in FY07, and \$100,000 for right of way in FY07;

- (2) TIP Action PA05-70: the City of Philadelphia's request to amend the FY 2005 TIP for Pennsylvania (FY2005-2008) by adding a new project, the Willow Grove Avenue Bridge Over SEPTA R8 (MPMS #76870), and

programming \$300,000 (\$240,000 federal bridge/\$45,000 state/\$15,000 local) for preliminary engineering in FY06; and

- (3) TIP Action PA05-71: PennDOT's request to amend the FY 2005 TIP for Pennsylvania (FY2005-2008) by adding a PA 422 Reconstruction project between PA 29 and Township Line (MPMS #51359), programming \$350,000 state funds for final design in FY06, FY07, and FY08.

3. Authorization to Open 30-Day Public Comment Period for the Draft 2007 Transportation Improvement Program (TIP) for New Jersey (FY2007-2010) and for Pennsylvania (FY2007-2010); and for the Conformity Determination of the TIPs and the 2030 Long Range Plan

Dr. Shanis 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 2005 on the development of the FY 2007-2010 TIPs for the New Jersey and Pennsylvania portions 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 August 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 2007 TIP no later than the June Board meeting so that the states can submit their 2007 Statewide Transportation Improvement Programs (STIPs) 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.

DVRPC has also worked closely with the Transportation Conformity Interagency Consultation Group to insure that the region has addressed the set of regulations issued by US DOT and US EPA concerning the impact of the TIP and the Long Range

Plan on air quality. The regulations prescribe specific emissions analyses and procedures to be performed, which DVRPC has employed under the guidance of the TCICG. The final conformity rule promulgated by US EPA (40 CFR 51 and 93) requires that the TIP and the Plan must not cause new air quality violations, worsen

existing violations, or delay timely attainment of federal standards. Unless it is determined that the TIP and the plan “conform” to the Clean Air Act requirements and other applicable state air quality goals as embodied in each of the state implementation plans, US DOT cannot fund, authorize, or otherwise approve transportation programs or projects.

Staff recommends that the DVRPC Board authorize a 30-day comment period to allow further comment on the draft TIP and Conformity Determination 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 4th. 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 will prepare recommendations to the Board for adoption of the final TIP and conformity determination.

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

MOTION by Mr. King, seconded by Mr. Williams, 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 2007 Transportation Improvement Program (TIP) for New Jersey and for Pennsylvania (FY2007-2010) and for the Conformity Determination of the TIP and the 2030 Long Range Plan, to issue proper public notification, to publish the draft TIP and Conformity Determination on the Internet, to hold a public meeting, and to disseminate notices to individuals and organizations advising how to review the documents and submit comments.

4. Appointment of the Nominating Committee for Fiscal Year 2007 DVRPC Board Officers

Chair Gurick announced the proposed Nominating Committee to appoint candidates for Board Chair, Vice Chair, Secretary, and Treasurer for Fiscal Year 2007 (July 1, 2006 through June 30, 2007) as follows:

Thomas J. Gurick, Camden County, Chair
Joanne R. Denworth, Pennsylvania Governor’s Policy office
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
Gary Jastrzab, City of Philadelphia

The Chairman for FY 2007 must be from Pennsylvania. The committee will report these candidates at the May Board meeting and elections will take place at the June Board meeting.

5. **Appointment of the Recommended Candidate to be the DVRPC Executive Director**

Chair Gurick reported that the Executive Committee was designated as the “Executive Director Search Committee” (EDSC) and a consultant (The PAR Group) was selected in order to assist the EDSC and complete a national search to fill the DVRPC Executive Director position. Over 123 applicants applied for the position and the EDSC reviewed the resumes, interviewed the qualified candidates, and is recommending to the Board Barry J. Seymour as the new Executive Director.

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

MOTION by Mr. Barnes, seconded by Ms. Paul that the Board appoint the recommended candidate, Barry J. Seymour, to the position of DVRPC Executive Director by adopting Resolution No. B-FY06-007 (copy attached).

Mr. Seymour thanked the Executive Committee for their hard work and time spent in the selection process and commented that he looks forward to the continuance of an excellent working relationship with the Board and the DVRPC staff.

Chair Gurick commented that Kris Kolluri, Commissioner, New Jersey Department of Transportation, extends his congratulations and support to Mr. Seymour.

Larry King, Pennsylvania Department of Transportation, expressed strong support for Mr. Seymour and DVRPC.

Mr. Coscia commented that this would be his last Board meeting as Executive Director, although he would be staying on at the commission until the end of May to assist Mr. Seymour with a smooth transition. Mr. Coscia stated that it has been an honor to be the DVRPC Executive Director for the past 25 years and thanked the Board members for their cooperation and guidance. Congratulating Mr. Seymour, Mr. Coscia stated that he is confident that Mr. Seymour will continue to move DVRPC forward in its endeavors to make the region a better place to live and work.

6. **Federal Transit Administration Request for Comments – FY 2006 Interim Implementation Guidance and Proposed Fiscal Year 2007 Implementation Strategies for Elderly Individuals and Individuals with Disabilities, Job Access and Reverse Commute and New Freedom Programs**

Karen Cirluso, DVRPC staff, explained that the Transportation Equity Act for the 21st Century (TEA-21) included a five-year (FY 1999 to FY 2003) Federal Transit Administration (FTA) Initiative entitled the Job Access and Reverse Commute Grant Program. This program is intended to help fund transportation services and supportive activities that facilitate access to jobs for welfare recipients and lower income persons, as well as reverse commute trips for the general population. TEA-21 has expired and been replaced by the new *Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users* (SAFETEA-LU) for Fiscal Years 2006 to 2009, and the JARC program was maintained under FTA administration.

The new Act calls for enhanced planning and coordination between JARC and two additional transportation programs: the Elderly Individuals and Individuals with Disabilities (Section 5310) program and the New Freedom program. To help accomplish enhanced planning and coordination among these programs, SAFETEA-LU also calls for Metropolitan Planning Organizations (MPOs) to prepare a Coordinated Human Services Transportation Plan (CHSTP). (DVRPC will be initiating the planning and outreach process to develop a CHSTP in FY 2007.)

In the March 15, 2006, *Federal Register*, the FTA requested comments on FY 2006 Interim Implementation Guidance for the three programs and proposed Implementation Strategies for FY 2007. Comments were originally due on April 21, 2006, but the comment period was subsequently extended to May 21, 2006. Staff reviewed the information provided by the FTA in the *Federal Register* and also participated in a March 23 public meeting on the proposed guidance (via conference call).

Staff coordinated draft comments on the FTA Guidance with New Jersey Transit and Southeastern Pennsylvania Transportation Authority staff, the designated funding recipients and project administrators of the JARC transportation grant program.

A copy of the proposed staff comments which were developed after the April RTC and RCC meetings, were distributed by email to the DVRPC Board for review and comment based on the previous comment deadline. Although the comment period has been extended, it falls before the May Board meeting. Thus, staff is proposing Board action on the comments at the April meeting, followed by staff briefings in May to the RTC and RCC, respectively.

Although the proposed comments are generally supportive of the FTA's proposals, there are several significant differences that staff believes the FTA should consider in their final Guidance document.

1. The proposed Guidance recommends that MPO's be the designated recipients of JARC and New Freedom funding, rather than retaining the current approach for the JARC program whereby the respective transit agencies are the funding recipients and the MPO conducts the coordinated project selection and funding process. Staff, with the support of NJ Transit and SEPTA, believes the current approach should be retained, while also incorporating the New Freedom program.
2. While supporting the development of a Coordinated Human Services Transportation Plan, staff believes the FTA's proposed timeline for completion of the Plan (October 1, 2006) is too short, particularly given the need to deal with new issues, outreach to new agencies and public involvement, as well as agency adjustments to MPO and public transit agency procedures and processes. Instead, it is recommended that the plan due date be extended to April 1, 2007; or that the FTA accept an interim plan by October 1, 2006, to be followed by a final plan by April 1, 2007.
3. Project selection for the Section 5310 program, which addresses elderly and

handicapped services, is administered at the State level, while planning for such services is included in the CHSTP at the local level. We are concerned about program implementation given these apparent, split responsibilities.

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

MOTION by Ms. Denworth, seconded by Ms. Paul, that the Board approve the proposed comments and their submission to the Federal Transit Administration for the FY 2006 Interim Implementation Guidance and proposed Fiscal year 2007 Implementation Strategies for Elderly Individuals and Individuals with Disabilities, Job Access and Reverse Commute and new Freedom Programs.

7. Regional Citizens Committee (RCC) Report

Warren Strumpfer, RCC Chair, reported activities from the RCC Meeting of April 18, 2006 as follows.

A presentation was given by Jerome Lutin, Ph.D., P.E., A.I.C.P., Senior Director of Statewide and Regional Planning, Capital Planning, New Jersey Transit on the *New Jersey Transit FY 2007 Capital Program*

A presentation was also given by Joseph Fazekas and Kendall Miller, DVRPC staff, on the *DVRPC Website Accessibility to all Citizens* which is designed to improve access to services for persons with limited English proficiency.

John Boyle, RTC representative to the RCC, attended a DVRPC meeting to discuss methods to address the RCC's bicycle/pedestrian concerns. A checklist is being prepared for PennDOT and NJDOT to be used to screen all new DVRPC TIP projects for bicycle and pedestrian accessibility issues. The RCC trusts that this list will be used to ensure that the TIP project address this multimodal consideration and becomes the norm. Hopefully, this will reduce the frequency of the RCC statements and requests on this subject.

Mr. Strumpfer also mentioned the presentation given by Dr. Joseph Hacker, DVRPC staff, on the *Seamless Transportation* project. The RCC 2030 Task Force strongly believes that this project should be promoting services between New Jersey and Pennsylvania, as well as ferry service. Proposed transit service from Westville, NJ to the new Broad Street Subway Extension should also be added to the project.

Finally, a presentation was given by Richard Bickel, DVRPC staff on the *Southeastern Pennsylvania Regional Transportation, Land Use and Economic Development Integration Strategy and Action Plan*. The RCC feels that this project should be expanded to include New Jersey.

8. Ten Ideas for Creating the Transportation - Land Use Nexus

Mr. Seymour and Brent Barnes, NJDOT, presented to the Board *Ten Ideas for Creating the Transportation-Land Use Nexus* which incorporate various plans and policies designed to integrate transportation and land use planning.

9. Executive Director's Report

a. Transportation Funding and Reform Commission Hearings, May 18 and 19 at DVRPC

Mr. Coscia reported that the Transportation Funding and Reform Commission hearings will be held at DVRPC on May 18 and 19, 2006. Workshop sessions will take place and public hearings will be held for presentations on solutions to the funding problems in Pennsylvania. A PennDOT website has been developed for individuals interested in testifying.

b. Status Report on the DVRPC Annual Dinner

Mr. Coscia reminded the Board of the DVRPC Annual Dinner scheduled for May 4, 2006 at the Four Seasons. Presently, registration for over 300 attendees has been received. Mr. Coscia urged all Board members and alternatives to attend.

d. USDOT Joint Certification Review of DVRPC, May 31 and June 1, 2006

Mr. Coscia reported that the Joint Certification Review of the area's transportation planning process is scheduled for May 31 and June 1, 2006 at DVRPC.

10. Committee Reports

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

a. Planning Coordinating Committee/Regional Transportation Committee

Items from the PCC/RTC were previously reported under the appropriate action items.

Dr. Shanis mentioned the *ITS America* Conference scheduled for May 7 through May 9, 2006 at the Philadelphia Convention Center.

b. Goods Movement Task Force

Mr. Coscia reported that included in the meeting of the Goods Movement Task Force meeting of April 18th were presentations on the *Delaware River Navigation*

Channel Deepening and the South Jersey PIDN Study.

11. One Minute Reports

Mr. Strumpfer commented that he was very impressed with the presentation *Ten Ideas for Creating the Transportation - Land Use Nexus*. He believes this is a timely subject and lends much encouragement to planning and public involvement.

Mr. Strumpfer also commented that he is very happy to see that the *Transportation Funding and Reform Hearings* have been scheduled and are underway.

Chair Gurick thanked the ESDC for all the hard work that went into the selection process for the new DVRPC Executive Director.

OLD BUSINESS

No old business was stated.

NEW BUSINESS

No new business was stated.

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

Attachments:

- (1) PCC/RTC Recommendations to the Board for April 27, 2006
- (2) RCC Recommendations to the Board for April 27, 2006
- (3) Resolution No. B-FY06-007

Additional Documents Distributed to the Board:

- (1) *Alert*, April, 2006
- (2) *TravelSmart*, April, 2006
- (3) Flyer entitled: *4th Annual Governor's Transportation Conference*, scheduled for May 10, 2006

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

EXECUTIVE COMMITTEE

Minutes of Meeting of April 27, 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	Larry King
New Jersey Department of Transportation	Brent Barnes
New Jersey Governor's Appointee	Lisa Thornton
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

Chester County	William H. Fulton
Delaware County	Thomas Shaffer
Montgomery County	Kenneth Hughes
Burlington County	Carol Ann Thomas
Gloucester County	Charles E. Romick

Mercer County	Donna Lewis
Pennsylvania Department of Transportation	James Mosca Linda Guarini (Dist. 6-0) Greg Brown (Dist. 6-0)
New Jersey Department of Transportation	Jim Lewis Brian Cuccia
Camden County	Eve Charles
City of Camden	William Spearman
Federal Highway Administration Pennsylvania Division	Spencer Stevens
Federal Transit Administration, Region III	Keith Lynch
Southeastern Pennsylvania Transportation Authority	David Fogel
New Jersey Transit Corporation	Jerry Lutin
Delaware River Port Authority	Linda Hayes
Pennsylvania Department of Environmental Protection	Kevin Gallagher
Pennsylvania Department of Community and Economic Development	Kenneth Klothen
Regional Citizens Committee Chairman	Warren Strumpfer
Residents for Regional Traffic Solutions (RRTS)	Sue Herman
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, Elizabeth Schoonmaker, Phyllis Robinson, Candace Snyder, and Jean McKinney.

Call to Order

Thomas J. Gurick, Chair, called the Executive Committee meeting to order at 12:00 p.m.

1. Minutes of Meeting of March 23, 2006

On a **motion** by Mr. Hayden, seconded by Mr. Barnes, the minutes of the meeting of March 23, 2006 were approved as distributed.

2. Appointment of Nominating Committee for Fiscal Year 2007 DVRPC Executive Committee Officers

Chair Gurick announced the proposed Nominating Committee to appoint candidates for Executive Committee officers for Fiscal Year 2007 (July 1, 2006 through June 30, 2007) as follows:

Thomas J. Gurick, Camden County, Chair
Joanne R. Denworth, Pennsylvania Governor's Policy office
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
Gary Jastrzab, City of Philadelphia

The Chairman for FY 2007 must be from Pennsylvania. The committee will report these candidates at the May Board meeting and elections will take place at the June Board meeting.

3. Appointment of a DVRPC Deputy Executive Director

Chair Gurick explained to the Executive Committee that per the provisions of the Delaware Valley Regional Planning Commission By-Laws, Section 10, the appointment of a Deputy Executive Director shall be subject to the approval of the Executive Committee.

It is hereby recommended, by the Executive Director, that the Executive Committee approve Donald S. Shanis to fill the position of Deputy Executive Director for DVRPC at the salary of \$135,000, effective May 1, 2006.

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

MOTION by Ms. Denworth, seconded by Mr. King, that the Executive Committee appoint the recommended candidate, Donald S. Shanis, to the position of Deputy Executive Director.

Donald Shanis thanked the Executive Committee for his appointment as Deputy Executive Director and stated that he looks forward to working with the new Executive Director, Barry Seymour.

4. FY 2006 Planning Work Program Third Quarter Report

The FY 2006 Planning Work Program Third Quarter Report which lists the status of all projects was distributed to the Board for their review.

OLD BUSINESS

NEW BUSINESS

No new business was stated.

There being no further business the meeting was adjourned at 12:06 p.m.