

**DELAWARE VALLEY REGIONAL PLANNING COMMISSION**

**BOARD COMMITTEE**

Minutes of Meeting of March 25, 2010

Location: Delaware Valley Regional Planning Commission  
190 N. Independence Mall West, 9<sup>th</sup> Floor  
Philadelphia, PA 19106

Membership Present

New Jersey Department of Community Affairs  
New Jersey Department of Transportation  
New Jersey Governor's Appointee  
Pennsylvania Governor's Appointee  
Pennsylvania Governor's Policy Office  
Pennsylvania Department of Transportation

Bucks County

Chester County  
Delaware County  
Montgomery County

Burlington County  
Camden County

Gloucester County  
Mercer County  
City of Chester  
City of Philadelphia  
City of Camden  
City of Trenton

Non-Voting Members

Federal Highway Administration  
New Jersey Division  
Pennsylvania Division  
U.S. Department of Housing and Urban  
Development, Region III  
U.S. Environmental Protection Agency, Region II

Representative

Joyce Paul  
David A. Kuhn  
David Reiner  
David Mandelbaum  
Joanne R. Denworth  
James Ritzman  
James Mosca  
Diane Ellis-Marseglia  
Lynn Bush  
Carol Aichele  
John Pickett  
Kenneth Klothen  
Kenneth Hughes  
Carol Ann Thomas  
Louis Cappelli, Jr. Esq.  
Andrew Levecchia  
(not represented)  
Donna Lewis  
(not represented)  
Rina Cutler  
Edward Williams  
(not represented)

U.S. Environmental Protection Agency, Region III (not represented)  
Federal Transit Administration, Region III (not represented)  
Southeastern Pennsylvania Transportation Authority Catherine Popp-McDonough

New Jersey Transit Corporation Dennis Martin  
New Jersey Department of Environmental Protection (not represented)  
Pennsylvania Department of Environmental Protection Kevin Gallagher

Port Authority Transit Corporation (not represented)  
Delaware River Port Authority Linda Hayes

Pennsylvania Department of Community and Economic Development (not represented)  
New Jersey Office of Smart Growth James Requa  
Regional Citizens Committee Chair Aissia Richardson

DVRPC Co-Counsel

Pennsylvania Co-Counsel Timothy Carson, Esq.  
New Jersey Co-Counsel Thomas Coleman, Esq.

DVRPC Staff: Barry J. Seymour, Donald Shanis, Richard Bickel, Charles Dougherty, John Ward, Elizabeth Schoonmaker, Roger Moog, Sarah Oaks, Meghan Weir, Thomas McGovern, Phyllis Robinson and Jean McKinney.

Guests

Pennsylvania Department of Transportation Linda Guarini (Dist. 6-0)  
Adam Grimes  
Chester County David Ward  
Gloucester County Jessica Lucas  
Cross County Connection Transportation Management Association William Ragozine  
U. S. Census Fernando Armstrong

**Call to Order - Chair's Comments**

Chair Louis Cappelli, Jr. Esq. called the meeting to order at 10:00 a.m.

**Public Comments on Non-Agenda Items**

No public comments were stated.

**1. Minutes of Meeting of February 25, 2010**

On a Motion by Ms. Cutler, seconded by Mr. Klothen the minutes of the Board Meeting of February 25, 2010 were approved as distributed.

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

Elizabeth Schoonmaker, DVRPC Manager, Capital Programming, presented the following TIP Action for approval.

**PA09-92 – Potential Federal "Jobs Bill" Candidate Transportation Infrastructure Projects for Pennsylvania Highway Program**

PennDOT has requested approval of candidate highway projects that could advance should there be a federal "Jobs Bill" relative to transportation infrastructure improvements. The American Recovery and Reinvestment Act of 2009 provided close to \$700 million for transit and highway transportation improvements in the DVRPC region, including almost \$300 million for Pennsylvania highway/bridge/bike/pedestrian projects. Over the last few months there has been national and congressional discussion about passing a second major "stimulus" program/jobs bill. Proposals have included a program that closely mirrored last year's Economic Recovery Act with highway and transit infrastructure components, extending authorization of SAFETEA-LU through December, 2010, as well as possibly passing a series of smaller jobs bills including ones that might relate to infrastructure only. In order to be in a position to act quickly, should additional funding be provided to the DVRPC region, PennDOT is requesting approval of a vetted highway funded candidate list (distributed to the Board) totaling close to \$308 million which could be added to the TIP at the appropriate time. Funding levels, authorization parameters, and timing is all unknown since there is no formal bill at this time. Other DOT's and transit operators are having internal discussions regarding their potential candidate programs.

Financial constraint will be maintained as projects would be funded by additional federal funds made available to the region, and projects will not be officially added to the TIP until funds are available.

The TIP's current conformity finding will not be impacted by this amendment as these projects are exempt from, or have already been included in the regional air quality analysis.

\$307,945,250 estimated, to be provided by additional funds to the region.

Favorable recommendation was received from the Planning Coordinating Committee/Regional Transportation Committee (PCC/RTC) that the Board approve TIP Action PA09-92.

Favorable recommendation was also received from the Regional Citizens Committee (RCC) to approve TIP Action PA09-92, however, the RCC requests that the criteria for choosing the selected process be shared, that all facets of the process be transparent, and that final prioritization of the projects be based on need as well as number of jobs created. The RCC recommends that project lists, such as this one, be intermodal in scope to enhance connections between transit and transportation projects. A specific concern was raised regarding the Welsh Road bridge reconstruction in Montgomery County. Pedestrian passage is dangerous, due to the extremely narrow sidewalks. It is requested that the sidewalks be widened to at least eight feet.

Barry Seymour, DVRPC Executive Director, explained to the Board that these projects will not precede any TIP projects already scheduled to move forward. This is a proactive effort to identify projects which could be funded if and when a bill is passed.

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

**MOTION** by Ms. Cutler, seconded by Mr. Kuhn, that the Board approve the \$307,945,250 list of highway funded candidate projects should additional federal funds be made available to the region through a “Jobs Bill” or other new stimulus program.

**3. FY 2011 Mobility Alternatives Program Work Programs and FY 2011 PennDOT Transportation Management Assistance Grant Program Work Programs**

a. FY 2011 Mobility Alternatives Program (MAP) Work Programs

Sarah Oaks, DVRPC Senior Transportation Planner, Marketing and Commuter Services, explained to the Board that the MAP was initiated in 1995 in response to the need for measures to reduce highway congestion, including businesses, schools, and other organizations on a voluntary basis. There are currently five Transportation Management Associations (TMAs) involved in MAP: the Bucks County, Chester County, Delaware County, Greater Valley Forge, and Partnership TMAs, along with the City of Philadelphia (through the Clean Air Council) and SEPTA. Efforts of the contractors are directed to highly congested corridors within their service areas. Work includes outreach to employers, assistance in developing Travel Demand Management (TDM)

strategies for employer use, promotion of the Share-A-Ride and Emergency Ride Home programs, and participation in outreach for the Air Quality Partnership.

MAP is an outreach and education effort to increase employers' and commuters' awareness of, and, participation in the various TDM techniques available to them. The success of the overall program is monitored by contractor's' submission of monthly progress reports, which show results of work toward reducing single-occupant autos. At PennDOT's request, the DVRPC Board has been asked to review and approve the individual work programs (distributed to the Board).

The Bucks County TMA, Delaware County TMA, TMA of Chester County, Greater Valley Forge, and Partnership TMAs have applied for the maximum of \$67,450 each. The Clean Air Council, working on behalf of the City of Philadelphia, has applied for \$77,750. SEPTA has applied for \$150,000. The DVRPC portion of the contract totals \$251,000, which includes Administration, Share-A-Ride Operations, and Marketing efforts. The total application package totals \$816,000 (\$652,800 CMAQ, \$163,200 contractor match).

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 Ms. Aichele, seconded by Ms. Denworth that the Board approve, and forward to PennDOT for their approval, the FY 2011 Mobility Alternatives Program grant requests for the Bucks County TMA, the TMA of Chester County, the Delaware County TMA, the Greater Valley Forge TMA, the Partnership TMA, The Clean Air Council, SEPTA, and DVRPC for a program total of \$816,000 (\$652,800 CMAQ, \$163,200 contractor match).

b. FY 2011 PennDOT Transportation Management Assistance Grant Program Work Programs

Ms. Oaks 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.

PennDOT requested that DVRPC assume joint oversight of work program development and execution in FY 2002.

There are currently five TMAs serving suburban areas in southeastern Pennsylvania: The Bucks County, Chester County, Delaware County, Greater Valley Forge, and Partnership TMAs, and one which serves central Philadelphia. As part of their assistance grants, each suburban TMA undertakes generally similar work. The Central Philadelphia TMA's work program is tailored to the particular transportation needs of Center City. The individual Work Programs (distributed to the Board) give a description of the work each of them plans to undertake if their application is approved. The work programs have been reviewed and approved by the respective County Planning Commission staffs, as well as DVRPC, SEPTA, and PennDOT.

The maximum allowable grant is \$192,000 per TMA, and each TMA has applied for that amount. The total application package totals \$1,152,000 (\$921,600 CMAQ, \$230,400 local match). A review of each application indicates each applicant is able to meet their match requirement.

Draft work programs for each applicant were released for comment in February. Comments received by the closing date of February 19 were incorporated and the final documents are now ready for approval.

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

**MOTION** by Mr. Pickett, seconded by Ms. Lewis, that the Board approve, and forward to PennDOT for their approval, the FY 2011 TMA Assistance Grant work programs for a total grant of \$192,000 each (\$153,600 CMAQ, \$38,400 local match) to the Bucks County, Chester County, Delaware County, Greater Valley Forge, Partnership, and Central Philadelphia TMAs, for a total program of \$1,152,000 (\$921,600 CMAQ, \$230,400 TMA match)

4. **FY 2011/2012 Coordinated Human Services Transportation Plan (CHSTP) List of Pennsylvania Projects**

Meghan Weir, DVRPC Transportation Planner, Office of Transit, Bicycle and Pedestrian Planning, explained to the Board that under SAFETEA-LU regulations, the Job Access and Reverse Commute (JARC) and New Freedom (NF) grant programs are now components of a Coordinated Human Services Transportation Planning (CHSTP) process. The Southeastern Pennsylvania Transportation Authority (SEPTA) is the Governor's designated recipient for both the JARC and NF programs. Local non-profit agencies, municipalities, as well as other

transportation providers, are eligible sub-recipients. SEPTA works with all potential sub-recipients to develop full applications to the Federal Transit Administration (FTA).

FTA regulations require metropolitan planning organizations (MPOs) to conduct a "fair and equitable" selection process consistent with the adopted regional Coordinated Human Services Transportation Plan. This includes plan updates, outreach, ranking and recommendation of project applicants, and adding projects to the regional Transportation Improvement Program (TIP), pending grant approvals. Ranking criteria include objectives from the Pennsylvania Department of Transportation (PennDOT) uniform state-wide application, and regional priorities including additional external funding (sustainability) and the cost per user. The selected projects (distributed to the Board) are listed in ranked order to accommodate changes in funding levels, and include a project qualifying in the "small-urban" category (to be forwarded directly to PennDOT for funding consideration).

The JARC grant program is intended to help fund transportation services and supportive activities that facilitate access to jobs for welfare recipients and lower income persons, as well as reverse commute trips for the general population. The FY11 JARC program, which is allocated by a federal formula, provides \$3,172,363 of FTA funds. PennDOT is providing overmatching funds of \$4,258,741 for a total southeastern Pennsylvania program of \$7,431,104.

The NF grant program is intended to provide transportation services for people with disabilities *beyond* the requirements of the Americans with Disabilities Act (ADA). This includes infrastructure projects as well as travel training. Projects in this cycle will be funded for two years. The five-county Pennsylvania region will receive Fiscal Year 2011 FTA NF funds of \$1,168,836 with PennDOT matching funds of \$276,467 for a total of \$1,445,303. Fiscal Year 2012 FTA NF funds are \$1,347,295 with PennDOT matching funds of \$319,323 for a total of \$1,666,618.

Following project solicitation in November/December 2009, DVRPC received 35 JARC and seven NF sub-recipient applications. Staff forwarded the submissions to the Pennsylvania selection sub-committee, established by the Board for previous rounds of the CHSTP program, for their review. The selection committee met on February 22, 2010 and recommends 25 JARC and four NF applications (for two years) to be forwarded to PennDOT. Additionally, one JARC small urban application will be forwarded to PennDOT. The committee recommends that selected JARC projects be funded for fiscal year (FY 2011), and selected NF projects be funded for two fiscal years (FY 2010 and FY 2011). The project descriptions and a summary of the applications were distributed to the Board.

The list presented for approval by the Board reflected an adjustment to the ranking of Bucks County projects. Ms. Weir explained that the recommended funding amount for the county as a whole would not change from that proposed in the CHSTP Selection Committee list, but the allocation would be shifted to fund the Newtown Rushbus, rather than the Bristol Rushbus. This adjustment is based on a recommendation made at the RTC meeting two weeks prior.

Additionally, a footnote remains on the Philadelphia Unemployment Project – Commuter Options project. This project is included in the list of projects recommended for funding, however, SEPTA is unable to act as designated recipient due to liability concerns. Philadelphia Unemployment Project is working with PennDOT to identify an alternative designated recipient. If no alternative designated recipient is found, the funding amount currently allocated for this project will be distributed to the next project on the list of projects recommended for funding. The total FTA and PennDOT funding for JARC projects will not change.

Diane Ellis-Marseglia, Bucks County Commissioner, inquired as to why funding is not distributed directly to each County, leaving Counties to select their projects based entirely on local priorities. She also asked to know details of the CHSTP Selection Committee scoring and ranking results. These details about the regional selection process for PA projects, and the specific score and rank for each project will be made available following the meeting.

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

**MOTION** by Mr. Pickett, seconded by Ms. Aichele, that the Board approves:

1. the project recommendations for JARC Urban applications and the Small-Urban application, and New Freedom funding;
2. approve modification of the TIP, JARC program (MPMS #60629) for FY11, \$7,431,104 (\$3,172,363 JARC / \$4,258,741 PA state match);
3. approve modification of the TIP, New Freedom program (MPMS #60629) for FY11, \$1,445,303 (\$1,168,836 New Freedom / \$276,467 PA state match); and for FY12, \$1,666,618 (\$1,347,295 New Freedom / \$319,323 PA state match);

4. SEPTA New Freedom program administrative expenses of (FY11) 62,968 and FY12) \$70,000 to be drawn from the FTA allocation; and
5. Should additional funding become available, every effort will be made to fund additional JARC projects.

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

Aissia Richardson, RCC Chair, reported the activities from the RCC Meeting of March 16, 2010.

The RCC heard two presentations as follows: (1) Alison Hastings, DVRPC Senior Environmental Planner, presented the Greater Philadelphia Food System Study; and (2) Meghan Weir, DVRPC Transportation Planner, presented the FY 2011/2012 CHSTP Pennsylvania project applications.

The RCC members also discussed Committee priorities for the year, which include advocating for a more intermodal view within corridor and transit studies, promoting performance measurement goals and increasing access to project information via the web. RCC members requested DVRPC staff to present specific Work Program areas in which the RCC is interested. This series of presentations will begin next month.

## **6. 2010 Census Briefing**

Fernando Armstrong, Regional Director, Philadelphia Region U. S. Census, briefed the Board on the status of the 2010 Census. The Census is a constitutional mandate and reaches 130 million housing units. Formulas from Census information is used for reapportionment and redistricting, distribution of federal funding, and policies and programs. On December 31, 2010 apportionment counts will be delivered to the President and Congress and on April 1, 2011 redistricting counts will be delivered to the states.

Mr. Armstrong then explained the delivery process and enumerator visits for the Census questionnaires. Enumerator visits would include new construction, P.O. Box areas, hospitals, college/university dormitories, military barracks, prisons, shelters, and outdoor population. A 100% field visit to every address that did not respond will also be conducted after April 1, 2010.

In conclusion, Mr. Armstrong reminded all partners to help get the message out. The 2010 Census website has hundreds of fact sheets, promotional materials, posters, guidebooks, multiple languages, drop-in articles and more that can be used as is or customized by you. Assistance Centers can also be found throughout the region.

## **7. Sustainable Communities Planning Grant Program**

Mr. Seymour explained to the Board that in June of 2009 the U.S. Department of Housing and Urban Development (HUD) the Department of Transportation (DOT), and the Environmental Protection Agency (EPA) joined together to form the Partnership for Sustainable Communities to coordinate federal housing, transportation, and other infrastructure investments to protect the environment, promote equitable development, and help address climate change. The major focus is to build on the existing principles and better support our existing communities.

Through an Appropriations Act in December of 2009, HUD has been allocated \$150 million for FY 2010 for this program. HUD will take the lead in funding, evaluating and supporting regional planning. DOT will build capacity of transportation agencies and invest in sustainable transportation infrastructure, and EPA will enhance its role as technical assistance provider and developer of sustainability metrics and practices. Of the \$150 million, \$100 million is being made available in the first round of grants and the grant categories are for small and large metropolitan areas.

In early February 2010, HUD issued an Advance Notice for Comments on a proposed competitive planning grant program to support this program for cooperative regional planning efforts. Three funding categories are under consideration: (1) Regional Plans for Sustainable Development; (2) Execution Plans and Programs; and (3) Catalytic Projects or Programs. These elements mirror the work of DVRPC's *Connections – The Regional Plan for a Sustainable Future* and much of the planning work is already underway.

One solution in connecting all the elements would be to focus on Transit-Oriented Development (TOD). Many TOD projects are now in the planning or design stage and coordination with several potential partners will help move these projects forward on a regional scale.

Mr. Seymour pointed out the letter from DVRPC sent to the HUD Office of Sustainable Housing and Communities forwarding comments with reference to the grant program.

The final call for proposals is anticipated in mid-April, and the grant awards are tentatively scheduled to be announced the week of August 2, 2010.

Joyce Paul, New Jersey Department of Community Affairs (DCA), commented that DCA also submitted comments to HUD in coordination with other agencies. DCA is largely in agreement with DVRPC, however, DCA would prefer to decide the priority projects.

Rina Cutler, City of Philadelphia, commented that the City has also submitted comments to HUD. The approach to the HUD grant program is likely to focus on city programs not county or regional. Believing that much of the thrust of this program will be for affordable housing, Ms. Cutler feels that the City's expertise is more viable than the MPO. The amount of funding is small with not much leverage.

Kenneth Klothen, Montgomery County, commented that with reference to the first category, Regional Plans for Sustainable Development, the MPO is expert and already has these plans developed. The other categories, Execution of Plans and Programs and Catalytic Projects or Programs, seem to be more project-specific and the financing becomes an increasingly important factor. This element would seem to be unfamiliar to the MPO.

Mr. Seymour responded that one of the primary partners that DVRPC is in discussion with is the Reinvestment Fund which is focused on this region and provides funding assistance for affordable housing. DVRPC would partner with them for their expertise in the financial areas.

After discussion, the consensus of the Board was to schedule a Board Policy Committee Meeting to continue discussions on how to proceed with the HUD grant program.

**8. DVRPC Participation in Study Team: New England General Aviation Regional Airport System Study**

Roger Moog, Manager, Office of Aviation Planning, explained to the Board that DVRPC relies on Federal Aviation Administration (FAA) funds for aviation systems planning in the region. Occasionally, funds are made available by FAA or the state for DVRPC to perform a study outside of the region. DVRPC has been requested to be part of a team and respond to an RFP released by the Rhode Island Airport Corporation for a New England General Aviation Regional Airport System Study. The study will focus on general aviation non-commercial airports in the New England area. The objective of the study will be to identify the interactive role of the smaller airports, identify the critical airports that need to be saved, identify needed enhancements at those airports, and identify preservation strategies.

Ms. Cutler commented on her reservations on having DVRPC go so far beyond the boundaries of our region for this work, but agreed with the overall consensus of the Board that this is a project worth pursuing.

## 9. Executive Director's Report

### a. Pennsylvania Local Development Districts

Mr. Seymour reported that the Pennsylvania Local Development Districts (LDDs) is a group that was developed in 1994 to reflect the Appalachian regional areas of Pennsylvania, however did not include Southeastern Pennsylvania. The LDDs, have recently requested DVRPC, together with the Lehigh Valley and the Harrisburg area, to become part of a statewide consortium of economic development organizations and work to make this a statewide program. Mr. Klothen commented that such an association may be more appropriate on a project-by-project basis.

### b. Meetings with NJDOT and NJTransit

Mr. Seymour reported on the meeting with NJTransit, but that the scheduled meeting with NJDOT was postponed to another date.

### c. Transportation Community Development Initiatives (TCDI) Press Conference

Mr. Seymour reported that a TCDI Press Conference is in the process of being scheduled for April 5, 2010.

### d. Breaking Ground Conference

Mr. Seymour reported the Breaking Ground Conference held on March 17, 2010 was well attended and was a great success.

### e. DVRPC Annual Dinner

The DVRPC Annual Dinner is scheduled for May 20, 2010 and Mr. Seymour urged all Board members to mark their calendars.

### f. Central New Jersey Forum

Mr. Seymour reported that the Central New Jersey Forum meeting was well attended. One discussion which took place requested the committee to rethink the structure and format of the Central New Jersey Forum.

## **9. Committee Reports**

The highlights from the following committees were distributed to the Board for their review: (1) Planning Coordinating Committee/Regional Transportation Committee; (2) Information Resources Exchange Group; and (3) Regional Aviation Committee.

## **10. One Minute Reports**

David Kuhn, New Jersey Department of Transportation, reported that there has been no information provided to the MPO's on the capital budget due to the new administration in New Jersey and budget issues. The Transportation Trust Fund is going towards their state debt and state projects. The administration is examining the entire capital program and what projects can be supported.

Chairman Cappelli reported that several projects in Camden are underway: the Cooper Hospital Cancer Institute and New Medical School, The Lofts at the RCA Building, Rutgers University Housing Project for students, and the demolition of the New Jersey State Prison which now offers great opportunities for riverfront development.

Jessica Lucas, Gloucester County, announced that Richard Westergaard has been appointed as the Gloucester County representative to the DVRPC Board to replace Charles Romick who has retired.

## **OLD BUSINESS**

No old business was stated.

## **NEW BUSINESS**

No new business was stated.

There being no further business, the meeting was adjourned at 12:10 p.m.

Attachments:

- (1) PCC/RTC Recommendations to the Board for March 25, 2010
- (2) RCC Recommendations to the Board for March 25, 2010

Additional Documents Distributed to the Board:

- (1) Alert, March 2010

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