

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

BOARD COMMITTEE

Minutes of Meeting of March 22, 2012

Location: Delaware Valley Regional Planning Commission
190 N. Independence Mall West
Philadelphia, PA 19106

Membership Present

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

Representative

Joyce Paul
David Kuhn
James Mosca
(not represented)
Ronald Henry
Andrew Paris
Diane Ellis-Marseglia
Lynn Bush
Terence Farrell
Ronald Bailey
John McBlain
John Pickett
Leslie Richards
Kenneth Klothen
Steve Nelson
Carol Thomas
Louis Cappelli, Jr., Esq,
Andrew Levecchia
Richard Westergaard
Donna Lewis
Whitney White
Rina Cutler
Edward Williams
Jeffrey Wilkerson

Sandra Brillhart
(not represented)

U.S. Department of Housing and Urban Development, Region III	(not represented)
U.S. Environmental Protection Agency, Region II	(not represented)
U.S. Environmental Protection Agency, Region III	(not represented)
Federal Transit Administration, Region III	Tony Cho
Southeastern Pennsylvania Transportation Authority	Catherine Popp-McDonough
New Jersey Transit Corporation	Lou Millan
New Jersey Department of Environmental Protection	(not represented)
Pennsylvania Department of Environmental Protection	(not represented)
Delaware River Port Authority	(not represented)
Port Authority Transit Corporation	(not represented)
Pennsylvania Department of Community and Economic Development	Lisa Worden
New Jersey Office for Planning Advocacy	Katherine Meade

DVRPC Co-Counsel

Pennsylvania Co-Counsel	James Kilcur
New Jersey Co-Counsel	Thomas Coleman

DVRPC Staff: Barry J. Seymour, Donald Shanis, Richard Bickel, Tom McGovern, John Ward, Sarah Oaks, Michael Boyer, Patty Elkins, Mary Bell, Chris Puchalsky, Candace Snyder, and Jean McKinney.

Guests

Pennsylvania Department of Transportation	Ray Green
Cross County Connection TMA	Linda Guarini (Dist. 6)
PlanPhilly	William Ragozine
Residents for Regional Traffic Solutions, Inc.	Anthony Campisi
Citizen of Cheltenham Township	Sue Herman
Citizen, City of Philadelphia	Bridget Chadwick
	Aissia Richardson
	Jim Richardson
Citizen, Bucks County	Jerry Lutin
Citizen, Camden County	Warren Strumpfer

Call to Order - Chair's Comments

Chair Louis Cappelli, Jr. called the meeting to order at 10:05 a.m.

Chair Cappelli stated that, as of the March 22, 2012 meeting, public comments will be taken on both Agenda and Non-Agenda items at the beginning of each meeting. However, the public is invited to discuss any additional public comments or questions on agenda or non-agenda items with the Board members at the end of each meeting.

Public Comments on Agenda and Non-Agenda Items

Sue Herman, Residents for Regional Traffic Solutions, Inc., (RRTS) stated her disappointment with not being able to comment on action items while they are being discussed.

Ms. Herman also provided comments related to the January 2012 Draft Public Participation Plan: A Strategy for Citizen Involvement with reference to the elimination of the Regional Citizens Committee (RCC). Ms. Herman requested the RCC be reinstated in its entirety in any new or revised Public Participation Plan.

Ms. Herman then requested a copy of all written comments submitted to the DVRPC on the Draft Public Participation Plan during the 45 day comment period.

Candace Snyder, DVRPC Director, Communications and Public Affairs, responded that all comments submitted (including those from RTTS) and the Revised Draft Plan will be posted on the DVRPC Website by April 2, 2012.

Ms. Herman also requested that the written comments from RRTS be distributed to the Board members.

Barry Seymour, DVRPC Executive Director, responded that all written comments will be posted on the website and will be distributed to the Board members.

1. Minutes of Meeting of February 23, 2012

On a Motion by Mr. Kuhn, seconded by Mr. Henry, the minutes of February 23, 2012 were approved as distributed.

2a. FY 2013 Mobility Alternatives Program Work Programs

Sarah Oaks, DVRPC Senior Transportation Planner, Marketing and Commuter Services, explained to the Board that the Mobility Alternatives Program (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 TMAs involved in MAP: the Bucks County, Chester County, Delaware County, Greater Valley Forge, and Partnership TMAs, along with the Clean Air Council (in Philadelphia) 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 applications.

The Bucks County TMA, Delaware County TMA, TMA of Chester County, Greater Valley Forge TMA, and Partnership TMA 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 overall program administration, Share-A-Ride operations, Emergency Ride Home administration, and program marketing efforts. The total application package totals \$816,000 (\$652,800 CMAQ, \$163,200 contractor match). Staff has reviewed all applications; each one submitted shows appropriate financial standing as well as acceptable work scopes.

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

Favorable recommendation was received from the Planning Coordinating Committee/ Regional Transportation Committee (PCC/RTC) that the Board approve the MAP grant requests.

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

MOTION by Commissioner Farrell, seconded by Mr. Mosca that the Board approve and forward to PennDOT, for their approval, the FY 2013 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).

2b. FY 2013 PennDOT Transportation Management Assistance Grant Program Work Programs

Donald Shanis, DVRPC Deputy Executive Director, 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. 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 and partners with the City of Philadelphia. The individual Work Programs, as submitted, describe the efforts each of them plan 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. The total application package totals \$1,152,000 (\$921,600 CMAQ, \$207,150 local match). A review of each application indicates each applicant is able to meet their match requirement of 20%. This year, PennDOT, permitted applicants to use toll credit match which is a soft match based on the funds collected from tolls and allows them to be used against federal dollars. The Bucks County TMA used this allowable and requested \$23,400 in toll credit match. This lowers their total to spend for their program.

Draft work programs for each applicant were released for comment in February. Comments received by the closing date of February 17 were incorporated and the

final documents are now ready for approval. DVRPC staff will make TMA work programs available to Interested Board members as requested.

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

The PCC/RTC was concerned with some issues for the Central Philadelphia TMA: as follows: (1) that some of the funds would be used by the City of Philadelphia for two of the tasks; and (2) funds would be used for preliminary engineering.

The PCC/RTC recommends approval of the FY 2013 TMA Assistance Grant programs as presented for each of the TMAs at \$192,000 with the exception of the Central Philadelphia TMA; this is awaiting the resolution of certain issues.

The DVRPC Staff recommended approval of FY2013 Program with the understanding that the Pennsylvania sub-committee of the RTC will resolve issues related to eligibility of organizations and tasks within six months, in time for the FY2014 Program.

A public comment was received in favor of approval of the TMA Grant Program.

A public comment was received agreeing that the grant for Central Philadelphia be reviewed further.

Rina Cutler, City of Philadelphia, commented on her recent letter sent to all Pennsylvania Board members. Ms. Cutler is disappointed in the PCC/RTC recommendation concerning the Central Philadelphia TMA and concerned with the application process to date. This is not the first year that the City of Philadelphia has received TMA funding and there is no reason that the city should not be eligible for FY 2013. Ms. Cutler believes a committee should be established to examine the criteria and outline exactly how the funds are to be spent.

Leslie Richards, Montgomery County Commissioner, and John McBlain, Delaware County Commissioner supported Ms. Cutler's remarks to examine the criteria for the TMA Program.

Terence Farrell, Chester County Commissioner, suggested that the motion be revised to include the establishment of a committee to review issues related to eligibility for the TMA Program.

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

MOTION by Ms. Cutler, seconded by Mr. Mosca, that the Board approve and forward to PennDOT for their approval the FY 2013 TMA Assistance Grant work programs for a total grant of \$192,000 each (\$153,600 CMAQ, \$38,400 local match) to the 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). Bucks County will receive a grant for \$153,600 CMAQ, with a \$15,000 local match. Also that a committee be established with PennDOT, DVRPC, City of Philadelphia, Bucks, Chester, Delaware, and Montgomery Counties to resolve the issues related to eligibility of organizations and tasks within six months, in time for the FY2014 Program.

DISCUSSION ITEMS

3. *Connections 2040 Long Range Plan Progress*

Mike Boyer, DVRPC Manager, Office of Long-Range Planning and Economic Coordination, gave an overview to the Board on the *Connections 2040 Long Range Plan* progress. The main focus is to update the current 2035 plan and to improve the process in three major areas: (1) developing a financial plan; (2) public outreach; and (3) how to incorporate performance measures into the plan.

A webpage on the DVRPC website shows the 27 goals of the 2035 plan and tracks the progress with a brief snap shot and description of the indicators broken down by principal areas.

The framework to develop a Financial Plan is to first determine the needs and what it will cost to bring our transportation system up to a state of good repair; followed by forecasting revenue; allocating revenue to funding categories; and evaluating and selecting projects.

The 2040 Plan analysis examines how much revenue is expected over the next 25 years for transportation projects and how to allocate the revenue to funding categories which include (1) highway and bridge preservation; (2) highway operational improvements; (3) highway new capacity; (4) transit preservation; (5) transit operational improvements; and (6) transit new capacity.

Mr. Boyer then explained the 2040 long-range plan project evaluation criteria that are being developed to identify major projects such as highway widening and fixed

guideway transit projects. The projects will need to be consistent with the Land Use Plan for 2040. The highway projects need to be consistent with the Congestion Management Process (CMP) and the Plan examines seven highway capacity criteria to obtain the related Plan goal. On the transit capacity side, the Plan examines eight criteria to obtain the related Plan goal.

For public and stakeholder outreach it is important to focus on implementation activities, a comprehensive education campaign, and develop partnerships/coalitions with stakeholder organizations and agencies. In this effort, DVRPC publishes a newsletter (*The Link*); holds public meetings; develops transportation investment scenarios; uses an interactive land development and transportation investments web tool (*Greater Philadelphia 2040*); and develops a communications plan.

Katherine Meade, New Jersey Office of Planning Advocacy, inquired as to whether there is potential for additional traffic generators.

Mr. Boyer responded that, as part of the criteria, traffic generators will be examined.

Ms. Cutler was concerned about how the projects would be selected. In particular, striking a balance between adding transit to reduce congestion.

Mr. Boyer responded that the policy perspective of the Plan is to: (1) preserve present infrastructure; (2) improve present infrastructure; and (3) examine expansion. The evaluation criteria will be weighted as to what factors for highways and transit is most important.

With reference to the public outreach plan, Ms. Cutler stated that most comments are from individuals who oppose specific projects. Ms. Cutler recommended DVRPC reach out to those individuals who do not usually communicate their comments, but support many of the selected projects. Also, a 2040 Plan is being documented for individuals of the age who are not presently being reached. DVRPC should examine the possibility of reaching the individuals of that age bracket.

Tony Cho, Federal Transit Administration (FTA), inquired as to what are the assumptions in the financial analysis for discretionary funds specifically for FTA New Starts funding as related to transit capacity? Also, in discussion with the public as to the source of funding, FTA would be happy to assist DVRPC. There is

a large disconnect as to source of funding between highway and transit.

Mr. Boyer responded that DVRPC, at present, expects that New Starts funding will be available to DVRPC and attached to eligible projects.

Mr. Seymour added that the DVRPC staff would be available to meet with the counties and operating agencies to discuss any detail of the 2040 Plan.

4. Delaware Valley Smart Growth Alliance and Green Space Alliance

Mr. Seymour explained to the Board that DVRPC has been approached by the Smart Growth Alliance and the Green Space Alliance to assist them, in an administrative role, with their work. The Smart Growth Alliance, established six years, was initially a spin-off of the Urban Land Institute. The goal of the program was to develop locally based criteria that defines what is smart growth and put together a diverse jury to review development proposals in the earliest stages of the project. Recommendations from the jury would then be submitted to the developers on how to improve the project or if it is to be endorsed by the alliance. Twenty eight projects have been endorsed in at least eight of the counties and half of those projects have been built or are under construction.

Commissioner Ellis-Marseglia, Bucks County, commented that it would be difficult for the Commissioners and Township Supervisors to review and give feedback to all this development project information and could possibly be misinterpreted that the DVRPC Board supports all of these projects. Also, this opens the door for other groups asking DVRPC to help with their work.

Donna Lewis, Mercer County, is concerned that there would be a built-in political bias. Many aspects of large developments have an impact on highways and transit and agrees with Commissioner Ellis-Marseglia that it could be perceived as the DVRPC Board to be in favor or not in favor of a particular project.

Ms. Cutler commented that, although she supports the Smart Growth Alliance, she is concerned with the expansion of DVRPC's core mission. Ms. Cutler does not support DVRPC in being involved with this type of work.

Commissioner Terence Farrell, Chester County, inquired if there had been any objections to the costs to DVRPC for the administration help to the Smart Growth Alliance.

Mr. Seymour responded that the program would be self-funded through the developer's application fees. The projected budget for DVRPC in administration costs is approximately \$6,000.

Patty Elkis, DVRPC Associate Director, Planning Division, Comprehensive Planning Unit, explained to the Board that the Green Space Alliance is an alliance of the major land trust government organizations and environmental organizations in Southeastern Pennsylvania. These organizations work to promote the protection of natural resources, agricultural and outdoor recreation land. There are representatives on their Board from the counties, Pennsylvania Horticultural Society, and DVRPC who have joined together to obtain open space funds.

The operating costs of The Green Space Alliance have been funded by the William Penn Foundation. However, they have been notified that this funding will no longer be available. Consequently, The Green Space Alliance has requested DVRPC to manage their open space projects.

Mr. Seymour added that this would give DVRPC some opportunity to work on more open space planning projects.

Ms. Cutler commented she was skeptical on the involvement of DVRPC with the Green Space Alliance as she was with the previous discussion on the Smart Growth Alliance.

Ronald Henry, Pennsylvania Governor's Appointee, commented that the Green Space Alliance has been involved in lobbying on legislative actions for open space funding. Mr. Henry believes their involvement may be interpreted as the DVRPC Board's opinion as well.

Mr. Seymour stated that DVRPC would make it clear to the Green Space Alliance that they would not be involved in any type of lobbying.

Mr. McBlain, asked for more time to review the request as to DVRPC's involvement with these two organizations.

5. The Mismatch Between Housing and Jobs

Mary Bell, DVRPC Manager, Demographic and Economic Analysis, presented the highlights of a DVRPC study entitled: *The Mismatch Between Housing and Jobs* (distributed to the Board).

The study goal was to evaluate the regional balance (or imbalance) between jobs and housing and identify potential alternatives for achieving a better jobs/housing

balance and promoting diversity throughout Greater Philadelphia, to inform local, county, state, and federal agencies and help guide housing policies and decision-making.

The study was divided into several tasks: (1) inventory and assess the regional housing stock; (2) comparison of housing location and cost to employment locations and transportation access; (3) review current and past housing policies and initiatives and assess their impacts on housing location; (4) review examples of affordable housing planning and implementation efforts and consider their applicability to this region; and (5) to recommend potential alternatives for addressing the mismatch between affordable housing, jobs, and service.

Ms. Bell then presented and explained three colored coded maps which showed housing affordability and employment centers; degrees of disadvantage; and equalized tax valuation per capita for 2009.

The report found that the region's affordable housing: (1) is concentrated primarily in cities and first suburbs; (2) disadvantaged populations are concentrated primarily in cities and first suburbs; (3) lower-cost "affordable" housing in the region's cities and first suburbs is often occupied by low-income residents who pay 35 percent or more of their income toward their housing; and (4) most suburban employment centers lack both affordable housing opportunities and access to transit.

Ms. Bell also presented the options and the recommendations from federal agencies, Pennsylvania and New Jersey, regional agencies, County agencies, and municipalities.

DVRPC is currently compiling a regional housing needs analysis and the next steps is to establish present housing needs, identify future housing needs, and illustrate the relative housing needs.

Mr. Henry pointed out that if a DVRPC report contains recommendations for the state and counties the Board should first review and approve before it is published and distributed.

Mr. Seymour responded that Mr. Henry's comment is a valid one and will be discussed with the DVRPC staff in order to bring more reports of this type to the Board at an earlier stage.

6. State and Federal Transportation Funding Update

Mr. Seymour reported that the Federal Transportation Bill expires at the end of March, however, a short term extension will most probably be granted.

7. One Minute Reports

Board Members and alternates were invited to provide updates on the activities of their counties/agencies.

Catherine Popp-McDonough, SEPTA, reported that three public hearings are scheduled for April as follows: (1) the capital budget on April 11; (2) the Annual Service Plan on April 16 and April 17; and (3) the Operating Budget Plan on April 18, 2012.

Commissioner Terence Farrell, Chester County, reported that the widening of Route 202, Section 300 is continuing and the Paoli Transportation Center is also moving forward.

Commissioner Leslie Richards, Montgomery County, reported that on March 9, 2012 a Senior Transportation Forum was held at DVRPC and commented on its great success in bringing together diverse groups to discuss transportation issues.

Whitney White, City of Chester, reported that the City of Chester is focusing on the Highland Avenue train center improvements.

8. Executive Director's Report

a. CMAQ Funding

Mr. Seymour reported that another round of CMAQ funding has begun. Applications are due in May and will be brought before the DVRPC Board for approval in July.

b. Public Participation Task Force

Mr. Seymour reported that some counties still need to submit candidates for the Public Participation Task Force. Also, 140 at-large applicants have been submitted to DVRPC and will be reviewed for selection.

c. New Jersey TransAction Conference

The New Jersey TransAction Conference is scheduled for April 11-13, 2012 in Atlantic City.

d. Smart Growth Alliance Forum

The Smart Growth Alliance Forum is scheduled for March 30, 2012 at 8:00 a.m. at the PECO Building.

e. CEDS Annual Review and Update

The CEDS Annual Review and Update was made available to the Board. Contained within the update is a very interesting regional assessment of progress towards economic development goals and a listing of over 100 projects worth collectively \$5 billion.

f. Regional Listening Session

On March 14, 2012, a regional listening session was held at the African-American United Fund Center. The main discussions were focused on SEPTA's Transit Planning in the City of Philadelphia.

Mr. Seymour also announced the passing of Randy Primas and Peter Quinn. Mr. Primas served as the Mayor of Camden and was a former Chair of the DVRPC Board. Mr. Quinn was the founding member of the Greater Valley Forge TMA and was very involved in transportation and the DVRPC.

9. Committee Reports

The following committee highlights were distributed to the Board for review:

- (1) Planning Coordinating Committee/Regional Transportation Committee;
- (2) Information Resource Exchange Group; (3) Regional Safety Task Force;
- (4) Transportation Operations Task Force; and (5) Regional Aviation Committee.

OLD BUSINESS

NEW BUSINESS

No new business was stated.

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

DVRPC fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. DVRPC public meetings are held in ADA and transit-accessible facilities. Auxiliary services can be provided to individuals who submit a request at least seven days prior to a meeting. For more information please visit the DVRPC website (www.dvrpc.org) or call (215) 238-2871.

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

EXECUTIVE COMMITTEE

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Pennsylvania Department of Transportation
Bucks County

Camden County

City of Philadelphia
City of Camden

Guests

Chester County

Delaware County

Montgomery County

Burlington County

Gloucester County

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City of Chester

City of Trenton

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Call to Order - Chair's Comments

Chair Louis Cappelli, Jr. called the meeting to order at 12:10 p.m.

1. Minutes of Meeting of February 23, 2012

On a **motion** by Mr. Mosca, seconded by Mr. Henry, the Executive Committee minutes of the meeting of February 23, 2012 were approved as distributed. Also, a copy of the approved revised January 26, 2012 minutes were distributed to the Executive Committee.

4. Monthly Report of DVRPC Sponsorships

A report of the DVRPC Sponsorships January 26 through February 23, 2012 was distributed to the Executive Committee for their review.

OLD BUSINESS

No new business was stated.

NEW BUSINESS

No new business was stated.

There being no further business, the meeting was adjourned at 12:125 p.m.

DVRPC fully complies with Title VI of the Civil Rights Act of 194 and related statutes and regulations in all programs and activities. DVRPC's website may be translated into Spanish, Russian, and Traditional Chinese online by visiting www.dvrpc.org. Publications and other public documents can be made available in alternative languages or formats, if requested. For more information, please call (215) 238-2871.