

# DELAWARE VALLEY REGIONAL PLANNING COMMISSION

## BOARD COMMITTEE

### Minutes of Meeting of February 22, 2005

Location: Chemical Heritage Foundation  
315 Chestnut Street  
Philadelphia, PA 19106

#### Membership Present

#### Representative

New Jersey Department of Community Affairs

Joyce Paul

New Jersey Department of Transportation

Brent C. Barnes

New Jersey Governor's Appointee

(not represented)

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

John E. Pickett  
Thomas Shaffer

Montgomery County

Louis F. Gould, Jr. Esq.

Burlington County

Carol Ann Thomas

Camden County

J. Douglas Griffith

Gloucester County

Charles E. Romick

Mercer County

Matthew Lawson

City of Chester

William Payne

City of Philadelphia

Maxine Griffith  
Gary Jastrzab

City of Camden	(not represented)
City of Trenton	Andrew Carten
<u>Non-Voting Members</u>	
Federal Highway Administration New Jersey Division	Joung Lee
Pennsylvania Division	Spencer Stevens
U.S. Department of Housing and Urban Development, Region III	(not represented)
U.S. Environmental Protection Agency, Region III	(not represented)
U.S. Environmental Protection Agency, Region II	(not represented)
New Jersey Office of Smart Growth	Herman Volk
Federal Transit Administration, Region III	Keith Lynch
Southeastern Pennsylvania Transportation Authority	Faye M. Moore
New Jersey Transit Corporation	James Schwarzwald
Port Authority Transit Corporation	Cheryl Spicer
Delaware River Port Authority	Linda Hayes
New Jersey Department of Environmental Protection	(not represented)
Pennsylvania Department of Environmental Protection	(not represented)
Pennsylvania Department of Community and Economic Development	(not represented)
Regional Citizens Committee Chairman	Dennis Winters

DVRPC Co-Counsel

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

DVRPC Staff:

John J. Coscia, Barry Seymour, Donald Shanis, William Greene, Thabet Zakaria, Charles Dougherty, John Ward, Richard Bickel, Michael Boyer, Elizabeth Schoonmaker, Candace Snyder, and Jean McKinney.

Guests

Pennsylvania Department of Transportation	Robert Hannigan Linda Guarini (Dist. 6-0)
New Jersey Department of Transportation	Jerry Mooney Brian Cuccia
Southeastern Pennsylvania Transportation Authority	Katherine Popp-McDonough Richard Burnfield R. C. Maloney
New Jersey Transit	Jerry Lutin
Delaware River Joint Toll Bridge Commission	Roger Sager
Cross County Connection Transportation Management Association	William Ragozine
Regional Citizens Committee	Roxane Shinn
Regional Transportation Committee	Anthony M. Santaniello
Philadelphia Inquirer	Marc Schogol
KYW	Mike Dunn
Bucks County News	Allison Hawk

**Call to Order**

Joanne R. Denworth, Chair, called the meeting to order at 10:15 a.m.

**Public Comments on Non-Agenda Items**

No public comments were stated.

**1. Minutes of Meeting of January 27, 2005**

On a **motion** by Mr. Gould, seconded by Mr. Payne, the minutes of the meeting of

January 27, 2005 were approved as distributed.

**2. Approval to “Flex” Federal Highway Funds to Southeastern Pennsylvania Transportation Authority (SEPTA)**

John J. Coscia, Executive Director explained to the Board that SEPTA faces a \$62 million deficit for FY 2005 and has proposed a series of drastic service reductions and fare increases to cover the shortfall. Following Governor Rendell’s lead, the DVRPC Board “flexed” \$9.8 of federal highway funds to SEPTA to help reduce the deficit and the FY2005-2008 Transportation Improvement Program (TIP) for Pennsylvania was amended by adding a new project entitled “FHWA Flex for Preventive Maintenance”. “Flexible funding” enables state and local governments and transportation operators to agree on fund transfers between the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). The act of transferring the funds from one agency to the other is referred to as “flexing.”

This action served as a stop-gap measure which enabled SEPTA to delay service cuts and fare increases until February 27, 2005. Approximately \$49 million is still needed to eliminate the SEPTA budget shortfall for FY 2005 only.

Mr. Coscia anticipated that Governor Rendell would request additional “flex” funding for SEPTA, and prepared for the Board to take action. However, as of the February 22, 2005 Board meeting, this request has not been communicated to PENNDOT or DVRPC.

Joanne R. Denworth, Chair, announced that because of the uncertainties and deadlines regarding the possible “flex-funding” of federal highway funds, action for this item be postponed and upon adjournment of the meeting, the meeting adjourn to meet at the call of the Chair, with the Chair to provide at least 48 hours notice of such adjourned meeting.

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

**MOTION** by Mr. King, seconded by Mr. Hayden, that upon adjournment, the meeting adjourn to meet at the call of the Chair, with the Chair to provide at least 48 hours notice of such adjourned meeting.

**MOTION** by Mr. King, seconded by Mr. Hayden, that consideration of the question of possible flex-funding of federal highway funds to SEPTA be postponed to the previously approved adjourned meeting to be set at the call of the Chair.

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

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

a. TIP Action NJ05-05: Transportation Community Development Initiative (TCDI) Project Funds for New Jersey FY06 Round, Various Counties Camden County

DVRPC requests to amend the FY2005-2007 TIP for New Jersey by adding the Transportation and Community Development Initiative (TCDI) to FY05 in the amount of 500,000 federal STP-STU funds. TCDI provides funds to selected municipalities, targeting core cities, inner-ring suburbs, and older boroughs of the region that have lost jobs and population. The purpose is to generate growth and redevelopment, and to improve or enhance the regional transportation system. The funding cannot be used for construction or capital improvements, but can support local planning, design, market studies or feasibility analyses that may lead to those improvements. A recent action by the DVRPC Board provided for the \$60,000 administration costs for the New Jersey program as part of the FY06 DVRPC Work Program. This action allows the funding to be in place for the call for New Jersey projects that will occur in FY06. Funding for Pennsylvania projects will be addressed later in the fiscal year.

A recent analysis of the program indicates that the \$3 million investment for 49 projects selected for funding during the first two years of the TCDI program has resulted in leveraging close to \$20 million in federal, state and local funds.

Financial Constraint will be maintained as additional federal funds were made available to the state through additional federal obligation authority.

The TIP's conformity finding will not be impacted by this amendment as this project is exempt.

After favorable recommendation was received from the Planning Coordinating Committee / Regional Transportation Committee (PCC/RTC) and the Regional Citizens Committee (RCC), the Board unanimously adopted the following **motion**:

**MOTION** by Ms. Paul, seconded by Ms. Thomas that the Board approve TIP Action NJ05-05, DVRPC's request to amend the FY 2005 TIP for New Jersey (FY2005-2007) by adding the TCDI Project Funds for New Jersey (DB #D0204) for the FY06 call for projects, using \$500,000 FY05 STP-STU funds.

b. TIP Action NJ05-06: Perry Street Reconstruction, City of Trenton

The City of Trenton has requested that DVRPC amend the FY2005-2007 TIP for New Jersey by adding a project back into the TIP, the Perry Street Intersection Reconstruction project (DB #D018), using \$997,000 STP-STU funds. Originally programmed in the FY2002 TIP, the project has moved through design and right-of-way phases and is now ready to advance to construction. The project will remove concrete channelized medians which result in hazardous and inadequate conditions. The intersection will be restored to a traditional 4-way intersection with widened approaches to make it safer for both motoring and pedestrian traffic.

Financial Constraint will be maintained as additional federal funds were made available to the state through additional federal obligation authority.

The TIP's conformity finding will not be impacted as this project is exempt.

c. TIP Action NJ05-07: Route 295, Tomlin Station Road to Route 45, Rehabilitation, Gloucester County

NJDOT has requested that DVRPC amend the FY2005-2007 TIP for New Jersey by adding a FY05 final design phase of \$1.5 million federal Interstate Maintenance funds to the Route 295, Tomlin Station Road to Route 45 Rehabilitation project (DB #00372A). The project has been identified as one to proceed through NJDOT's new "hyperbuild" process, meaning that the project will advance in an accelerated fashion. This action advances the project from the Study and Development program to the Highway Program of the TIP. This project will address the proposed rehabilitation/reconstruction of I-295 from the vicinity of Tomlin Station Road to Route 45.

Financial Constraint will be maintained as additional federal funds were made available to the state through additional federal obligation authority.

The TIP's conformity finding will not be impacted as this project is exempt.

d. TIP Action NJ05-08a: Route 38 Pedestrian Bridge, Camden County

NJDOT has requested that DVRPC modify the FY2005-2007 TIP for New Jersey by advancing this project from “Concept Development” in the Study and Development section to the Highway program of the TIP by adding a \$640,000 state funded final design phase in FY05. The project has been identified as one to proceed through NJDOT’s new “hyperbuild” process, meaning that the project will advance in an accelerated fashion. This project will provide for the Context Sensitive Design and ADA compatible replacement of the pedestrian bridge in the vicinity of the Cherry Hill Mall which was demolished by a truck.

Financial Constraint will be maintained as these are additional state funds made available to the region because of additional federal funds made available to the state through increased federal obligation authority.

The TIP’s conformity finding will not be impacted as this project is exempt.

e. TIP Action NJ05-08b: Camden Infrastructure Improvement Plan - Cramer Hill Development, Camden County

NJDOT has requested that DVRPC modify the FY2005-2007 TIP for New Jersey by increasing the preliminary design phase of the Cramer Hill Access project (DB #02395) by \$2.5 million state funds in order to commence with an Environmental Impact Statement (EIS) for the project. Cramer Hill is in the northeast area of the City of Camden that has been targeted for redevelopment. The area is bordered by the back channel of the Delaware River, the Cooper River, the Pavonia Railroad, and Pennsauken Township along 36<sup>th</sup> Street. The project currently appears in the Study and Development program in the Feasibility Assessment phase. This action will advance preliminary design to FY05. NJDOT is conducting a traffic study in the area, and has requested that DVRPC prepare traffic forecasts for existing facilities and proposed highway and public transit improvements as part of the FY2005 DVRPC Work Program.

Financial Constraint will be maintained as these are additional state funds made available to the region because of additional federal funds made available to the state through increased federal obligation authority.

The TIP’s conformity finding will not be impacted as this project is exempt.

Favorable recommendation was received from the PCC/RTC for TIP Actions NJ05-06 NJ05-07, NJ05-08a, and NJ05-08B.

Favorable recommendation was received from the RCC for TIP Actions NJ05-07 and NJ05-08a.

The RCC recommends that the Board approve TIP Action NJ05-06, however, the RCC acknowledges that “traffic calming” is subjective, and that adequate pedestrian safety may, in the committee’s opinion, differ from what the City of Trenton believes to

be sufficient. For this reason, the RCC would like an explanation of how pedestrian safety will be enhanced in this project and in future projects of this type.

The RCC recommended that the Board not approve TIP Action NJ05-08b. The RCC questions whether the Environmental Impact Study (EIS) will consider the social impact of this project. The RCC subcommittee made the following statement: *Although this is a small portion of the project, it does advance the study. "DVRPC should not be supporting a project that displaces thousands of low-income residents, and is paid for by public dollars, for the benefit of private investors and developers."*

John J. Coscia, Executive Director, responded that the Cramer Hill project will transform the City of Camden. The EIS is conducted to evaluate whether the project is viable and meets all the EIS standards. If the project fails the requirements it will not move forward. DVRPC staff continues to support the work associated with this project.

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

**MOTION** by Mr. Barnes, seconded by Mr. Romick, that the Board approve the following TIP Actions:

- (1) TIP Action NJ05-06 - City of Trenton's request to amend the FY 2005 TIP for New Jersey (FY2005-2007) by adding the Perry Street Intersection Reconstruction project (DB #D018) back into the TIP using \$997,000 federal STP-STU funds for a FY05 construction phase.
- (2) TIP Action NJ05-07 - NJDOT's request to amend the FY 2005 TIP for New Jersey (FY2005-2007) by adding a FY05 final design phase to the Route I-295, Tomlin Station Road to Route 45 project (DB #00372A) using \$1.5 million federal IM funds.
- (3) TIP Action NJ05-08a, NJDOT's request to amend the FY 2005 TIP for New Jersey (FY2005-2007) by adding the Route 38 Pedestrian Bridge project (DB #00347) into the Highway program of the TIP, using \$640,000 state funds.
- (4) TIP Action NJ05-08b, NJDOT's request to add a \$2.5 million state funded preliminary design phase to FY05 for the Cramer Hill Development/Camden Infrastructure Improvement project (DB #02395).

- f. TIP Action PA05-14: Pottstown Pedestrian / Bicycle Promenade, Montgomery County

PENNDOT has requested that DVRPC amend the FY2005-2008 TIP for Pennsylvania by adding a project back into the TIP, Pottstown Pedestrian/Bicycle Promenade Project (MPMS #61709). Previously approved and funded as a

project selected through the Transportation Enhancements (TE) program, the project is ready to advance to construction in FY05. \$502,000 TE funds (Acknowledging a 20% Toll credit match) will be programmed for a FY05 construction phase. Final design is underway. The project provides for land acquisition and construction of a pedestrian promenade connecting Pottstown business district, waterfront, and Montgomery County Community College.

Financial Constraint will be maintained as this project uses TE funds available to the region.

The TIP's conformity finding will not be impacted as this project is exempt.

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

**MOTION** by Mr. King, seconded by Mr. Fulton, that the Board approve TIP Action PA05-14, PENNDOT's request to add the Pottstown Pedestrian/Bicycle Promenade project (MPMS #61709) back into the TIP with a FY05 \$502,000 TE funded construction phase.

4. **Approval for Change in Scope, Reduction in funding, and Change in Project Title of the Federal Transit Administration (FTA) Transportation Enhancement (TE) Funded Kensington Depot Walkway, City of Philadelphia**

Dr. Shanis explained to the Board that, in the Philadelphia region, \$2,000,000 of FTA funds was available for the TE program for transit-related projects. The Norris Square Civic Association (NSCA) submitted the Kensington Depot Walkway project in FY 2001 for FTA TE funding. The Pennsylvania TE Subcommittee reviewed and approved this application in FY 2001. In a letter dated October 1, 2004, the NSCA informed DVRPC that the School District of Philadelphia and commercial developers were interested in the purchase of the Kensington Depot property. Therefore, NSCA requested the original scope of this project be modified to remove the construction of a "Walkway" through the Kensington Depot Property connecting Frankford Avenue to the Market Frankford Subway Elevated Berks Street Station. Due to the uncertainties surrounding this project the Pennsylvania TE Subcommittee and the Regional Transportation Committee (RTC) recommended the cancellation of this project at the October 12, 2004 meeting. At the request of

the Philadelphia City Planning Commission it was decided by the Board to table the recommendation to cancel this project pending further review and discussion.

At the request of the Governor's Office of Housing and Revitalization and the Philadelphia City Planning Commission (CPC) a meeting was held on January 20, 2005 with NSCA, SEPTA, CPC, and DVRPC at the Governor's Policy Office. It was decided that federal funds will be made available for construction of sidewalks, lighting, and street trees for this project. Improvements to the vacant lot owned by

the NSCA will be completed with non-federal funds. The new scope will reduce the funds for this project from \$675,000 to approximately \$400,000 including the local match.

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

**MOTION** by Ms. Griffith, seconded by Mr. Payne, that the Board approve the change in scope, including the reduction in funds from \$675,000 to \$400,000 (320,000 TE / \$80,000 Local Match), and change the project title from Kensington Depot Walkway project to the **Berks Street Station Enhancement** project. The FTA TE line item on the TIP (MPMS #60619) will be modified (TIP Action PA05-04) to reflect these changes at the appropriate time.

#### **5. Adoption of the DVRPC Year 2030 Municipal Population and Enhancement Forecasts**

Barry Seymour, DVRPC staff, explained to the Board that DVRPC prepares and utilizes long-range population and employment forecasts as essential elements in all transportation and regional planning analysis, including area corridor studies, air quality modeling, and the long-range plan. Municipal population forecasts for the year 2025 were last updated and adopted by the DVRPC Board in February 2002. Municipal employment forecasts to the year 2025 were also adopted in 2002, but were last revised in 1999. Federal regulations under TEA-21 require that the MPO maintain a 20-year planning horizon for all transportation planning activities, thus it is important that the forecasts be revisited and extended to 2030.

In July 2004 the DVRPC Board adopted county employment forecasts to 2030 and in December 2004, the Board adopted revised and extended municipal employment forecasts for all counties except Bucks and Mercer. The municipal employment forecasts were derived by examining previously-developed rates of growth, employment trends between 1990 and 2000, land use trends between 1990 and 2000, new or pending infrastructure and access improvements, state and county land use plans, current development proposals, and municipal and county growth management policies. DVRPC developed the preliminary forecasts, which were

then reviewed and revised by county planners. Municipal forecasts for Bucks and Mercer counties are now completed.

Municipal population forecasts to the year 2030 are also now completed. Given the recent revisions to the population forecasts following release of the 2000 Census, the population forecasts generally reflect an extension from 2025 to 2030. However, in some municipalities, the forecasts were revised for all years between 2005 and 2030, to reflect significant changes in conditions since 2001 or trend shifts that were not apparent at that time.

The municipal population and employment forecasts will now serve as DVRPC's official forecasts for use in all local area and regional planning studies and analyses. Forecasts may be revised for an individual municipality, county or the region as a whole in the future as additional information becomes available or conditions warrant.

Favorable recommendation was received from the PCC/RTC for the Board to adopt the DVRPC Year 2030 Municipal Population and Employment Forecasts.

The RCC accepts the municipal population and employment forecasts as the likely result of a laissez-faire scenario. However, the RCC believes that the actual outcomes will occur on the basis of the quality of action we take between now and 2030. Forecasting the future from past trends is only useable in a society that is not concerned about sustainability.

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

**MOTION** by Mr. Barnes, seconded by Mr. Lawson, that the Board approve the DVRPC Year 2030 Municipal Population and Employment Forecasts as recommended and utilize these values for all ongoing planning work at DVRPC .

**6. Approval of FY 2006 PENNDOT Transportation Management Association (TMA) Assistance Grant Program Work Programs**

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

The TMAs have applied for the maximum of \$160,000 each. The total application

package totals \$960,000 ( \$768,000 CMAQ, \$192,000 local match).

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

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

**MOTION** by Ms. Bush, seconded by Mr. Gould, that the Board approve and forward to PENNDOT, for their approval, the FY 2006 TMA Assistance Grant work programs for a total grant of \$160,000 each (\$128,000 CMAQ, \$32,000 local match) to the Bucks County, Chester County, Delaware County, Greater Valley Forge, Partnership, and Central Philadelphia TMAs, for a total program of \$960,000 (\$768,000 CMAQ, \$192,000 local match).

## **7. Pennsylvania Infrastructure Investment Authority (PENNVEST) Funding Requests in Bucks and Montgomery Counties**

Mr. Seymour explained to the Board that PENNVEST is an independent agency of the Commonwealth of Pennsylvania managed by a 13-member Board of Directors and chaired by the Governor, which provides funding for drinking water, wastewater treatment and stormwater management projects. The Program provides long-term loans through a revolving loan fund to municipalities, authorities and some private entities at below-market interest rates. PENNVEST has recently begun a program to provide loans for brownfield assessments and remediation.

PENNVEST has forwarded three applications to DVRPC for review for consistency with the regional plan. They are as follows:

### Bucks County

- Sellersville Borough requests a PENNVEST loan in the amount of \$1,453,000 to upgrade and renovate the existing water filtration plant serving the Borough and West Rockhill Township. The upgrade is necessary to meet the surface water turbidity rules of PADEP. No increase in capacity or service area is included.

### Montgomery County

- West Conshohocken Municipal Authority requests a \$604,000 PENNVEST loan to create a new sanitary sewer collection system to serve the properties located in the Portland Road area of the Borough. There are currently on-lot failing systems in this area, which is the last remaining unsewered area in the Borough. Sewage from this area would then be transported to the Borough of

Conshohocken Wastewater Treatment Plant for treatment.

- East Norriton Township - Request for PENNVEST loan in the amount of \$500,000 to install public water main line extensions along Rahway Avenue and connections to 51 existing homes. This project will also cap off the contaminated wells of these 51 homes.

The projects in Sellersville, West Conshohocken and East Norriton all serve to alleviate existing problems and are in areas already developed or identified as Future Growth Areas as designated in the DVRPC Year 2025 Plan. As such, these projects are consistent with the goals and policies of the regional plan.

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

**MOTION** by Ms. Bush, seconded by Mr. Fulton, that the Board authorize the Executive Director to send a letter notifying PENNVEST that the applications for funding in Bucks and Montgomery are consistent with Horizons 2025 Plan.

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

Dennis Winters, RCC Chair, called the Board's attention to the additional comments listed on the *RCC Recommendations to the Board for February 22, 2005* (attached as part of these minutes).

#### **9. Committee Reports**

The following committee reports were distributed to the Board for their review:  
(1) Planning Coordinating Committee/Regional Transportation Committee; and  
(2) Regional Housing Committee.

#### **OLD BUSINESS**

No old business was stated.

#### **NEW BUSINESS**

No new business was stated.

The Board unanimously adopted the following **motion** for adjournment of the meeting:

**MOTION** by Mr. King, seconded by Mr. Barnes that the Board meeting of

February 22, 2005 adjourn under the previously stated conditions that upon adjournment, the meeting adjourn to meet at the call of the Chair, with the Chair to provide at least 48 hours notice of such adjourned meeting and that consideration of the question of possible flex-funding of federal highway funds to SEPTA be postponed to the previously approved adjourned meeting to be set at the call of the Chair.

Chair Denworth stated “we stand adjourned under the conditions previously stated” and there being no further business, the meeting was adjourned at 11:10 a.m.

Attachments:

- (1) Resolution No. EC-FY05-001
- (2) PCC/RTC Recommendations to the Board for February 22, 2005
- (3) RCC Recommendations to the Board for February 22, 2005

Additional Documents Distributed to the Board:

- (1) *Alert*, February 2005
- (2) *TravelSmart*, February 2005

**DELAWARE VALLEY REGIONAL PLANNING COMMISSION**

**EXECUTIVE COMMITTEE**

**Minutes of Meeting of February 22, 2005**

Location: Chemical Heritage Foundation  
315 Chestnut Street  
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

(not represented)

Pennsylvania Governor's Appointee

Richard W. Hayden, Esq.

Pennsylvania Governor's Policy Office

Joanne R. Denworth

Pennsylvania Counties

Lynn Bush

New Jersey Counties

J. Douglas Griffith

City of Camden

(not represented)

City of Philadelphia

Maxine Griffith  
Gary Jastrzab

Guests

Pennsylvania Department of Transportation

Robert Hannigan  
Linda Guarini (Dist. 6-0)

New Jersey Department of Transportation

Jerry Mooney  
Brian Cuccia

Chester County

William H. Fulton

Delaware County

John E. Pickett  
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Regional Citizens Committee Chairman Cross County Connection Transportation Management Association	Dennis Winters William Ragozine
Regional Citizens Committee	Dennis Winters Roxane Shinn
Regional Transportation Committee Philadelphia Inquirer	Anthony M. Santaniello Marc Schogol
KYW	Mike Dunn

Bucks County News

Allison Hawk

DVRPC Co-Counsel

Pennsylvania Co-Counsel  
New Jersey Co-Counsel

Timothy J. Carson, Esq.  
Thomas J. Coleman, Esq.

DVRPC Staff:

John J. Coscia, Barry Seymour, Donald Shanis, William Greene, Thabet Zakaria, Charles Dougherty, John Ward, Richard Bickel, Michael Boyer, Elizabeth Schoonmaker, Candace Snyder, and Jean McKinney.

Call to Order

**1. Minutes of Meeting of January 27, 2005**

On a motion by Mr. Hayden, seconded by Mr. Bush, the minutes of the meeting of January 27, 2005 were approved as distributed.

**2. Contract Authorization: Pennsylvania Turnpike / Route 309 Corridor Unified Traffic Management and Signal Coordination Plan**

John J. Coscia, Executive Director, explained to the Board that the Delaware Valley Regional Planning Commission (DVRPC) is initiating a project that will develop a *Unified Traffic Management and Signal Coordination Plan* within the Pennsylvania Turnpike Northeast Extension (I-476) / PA 309 Corridor to handle both routine traffic conditions and diversions from the Turnpike. A critical component of this effort is to conduct a detailed inventory of traffic signal equipment on a network of highways within the corridor. A consultant is needed to complete the signal equipment inventory, develop cost estimates to bring all the equipment to a consistent level, identify appropriate closed loop subsystems and priorities within the corridor, provide a high level inspection to identify the communication network to tie these systems to PennDOT's Traffic Control Center in King of Prussia, recommend a trail blazer signage plan for early implementation and identify future ITS components in the study corridor.

The estimated consultant cost is \$70,000.00 in Federal Highway Administration funds through PennDOT

A consultant selection committee comprised of representatives from the Delaware Valley Regional Planning Commission, Bucks County, Montgomery County, PennDOT, FHWA and the PA Turnpike Commission was formed to evaluate the proposals and to recommend a final selection consistent with the scope of the RFP. The committee recommends approval to contract with Pennoni Associates Inc.

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

**MOTION** by Mr. Hayden, seconded by Ms. Bush, that the Executive Committee authorize the Executive Director to enter into, negotiate and execute a contract with Pennoni Associates Inc. to assist DVRPC with the Pennsylvania Turnpike/Route 309 Corridor Unified Traffic Management and Signal Coordination Plan. If such negotiations prove not to meet the financial requirements of the Commission, to proceed on to negotiations with the second ranked firm.

### **3. Adoption of the DVRPC Fiscal Year 2006 Budget**

John J. Coscia, Executive Director, presented to the Board the DVRPC proposed Fiscal year 2006 Budget (distributed to the Board).

The total budget is \$21,241,816 of which \$6,681,816 is for subcontracts to member governments, transit operating agencies, scoping contractors and Transportation and Community Development Initiative (TDCI) award winners. The budget for DVRPC operations is \$14,560,000 an increase of \$1,065,000 from this year. It includes the basic DVRPC programs of (1) General Fund (Nonparticipating Fund and Miscellaneous Receipts), (2) Transportation Program (Highway and Transit), and (3) Other Programs (continued contract obligations and services to local, state and other governments and private organizations). The subcontracts to member governments and transit operators are included under the total Transportation Program (Highway and Transit).

Additional highlights of the Budget include:

- (1) a transportation program of \$8,190,506 including \$2,285,816 or 28% in subcontracts for member governments;
- (2) a personnel complement of 87 employees, the same as FY 2005;
- (3) a 3.0% meritorious annual salary increase for FY 2006; and
- (4) continued suspension of three paid holidays, Election Day, Lincoln's Birthday, and Good Friday.

The Nonparticipating Fund Committee approved and adopted the Fiscal Year 2006 Nonparticipating Fund Budget of \$194,489 as included in the Fiscal Year 2006 Budget and approves the legal services of the Co-Counsel, Timothy J. Carson for Pennsylvania and Thomas J. Coleman for New Jersey.

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

**MOTION** by Mr. Hayden, seconded by Ms. Bush that the Executive Committee adopt the Fiscal Year 2006 budget, the Nonparticipating Fund

Budget, the legal services of the recommended Co-Counselors for Pennsylvania and New Jersey and authorize the Executive Director to execute and file the required applications and enter into and execute all necessary contracts and grant agreements by passing Resolution No. EC-FY05-001 (copy attached).

**OLD BUSINESS**

No old business was stated.

**NEW BUSINESS**

No new business was stated.

There being no further business, the meeting was adjourned at 11:25 a.m.