

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

BOARD COMMITTEE

Minutes of Meeting of June 23, 2005

Location: American College of Physicians Building
Board Room, 9th Floor
190 N. Independence Mall, West
Philadelphia, PA 19106

Membership Present

Representative

New Jersey Department of Community Affairs

(not represented)

New Jersey Department of Transportation

Jim Lewis

New Jersey Governor's Appointee

Keith D. Barrack

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

Carol Aichele

Delaware County

John Pickett

Montgomery County

Lewis F. Gould, Jr., Esq.
Kenneth Hughes

Burlington County

Jerald R. Cureton, Esq.
Carol Ann Thomas

Camden County

Thomas J. Gurick

Gloucester County

Charles E. Romick

Mercer County

Donna Lewis

City of Chester

William Payne

City of Philadelphia	Gary Jastrzab
City of Camden	Edward Williams
City of Trenton	Andrew Carten
<u>Non-Voting Members</u>	
Federal Highway Administration New Jersey Division	(not represented)
Pennsylvania Division	(not represented)
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	Faye M. Moore 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	William Purdie
Pennsylvania Department of Environmental Protection	(not represented)
Pennsylvania Department of Community and Economic Development	(not represented)
Regional Citizens Committee Chairman	Dennis Winters
<u>DVRPC Co-Counsel</u>	
Pennsylvania Co-Counsel	Timothy J. Carson

New Jersey Co-Counsel

Thomas J. Coleman

DVRPC Staff:

John J. Coscia, Donald Shanis, Barry Seymour, Bill Greene, Thabet Zakaria, Chick Dougherty, John Ward, Richard Bickel, Roger Moog, Michael Boyer, Elizabeth Schoonmaker, Candace Snyder, Phyllis Robinson, and Jean McKinney

Guests

Pennsylvania Department of Transportation

James Mosca
Linda Guarini (Dist. 6)

New Jersey Department of Transportation

Brian Cuccia
Cheryl Brennen
Thomas Wospil

Chester County

Wayne Clapp
Lee Whitmore

Southeastern Pennsylvania Transportation Authority

Catherine Popp-
McDonough

Cross-County Connection Transportation
Management Association

William Ragozine

Call to Order

Joanne R. Denworth, Chair, called the meeting to order at 10:40 a.m.

Public Comments on Non-Agenda Items

John Thomas Cooper, P.E., Chester County, who addressed the Board in December, returned to present an update on the Schuylkill Valley Metro (SVM). Mr. Cooper stated that he believes electrified service for the SVM is being promoted by the SVM Task Force, however, also believes that the project consultants are still promoting diesel service. Diesel service would be approximately 20% more expensive than a comparable electrified service according to figures developed by SEPTA. Mr. Cooper stated the possible rationale for using diesel service would be the ability to route the SVM through Cynwyd for local service and capture the Cynwyd ridership. Since five trains already service the Cynwyd line, Mr. Cooper believes, it is difficult to justify the expense for restoring the Cynwyd route. One estimate for rehabilitating the Cynwyd route is \$90 million. In addition to the \$90 million more funding would be needed to allow for the diesel train to go through 30th Street Station and the center city tunnel. These additional costs would be exorbitant. Mr. Cooper's recommended alternative would be to electrify service from Reading into Norristown which would be considerably less expensive than

the diesel option. In conclusion, Mr. Cooper urged the DVRPC Board to consider his recommendation for electrified service.

John J. Coscia, Executive Director, who is a member of the SVM Task Force, responded to Mr. Cooper and stated that the study for the SVM service/route has not been completed. At this point, the Task Force has preliminary information, however, the Task Force does not have a set of recommendations from the consultant. When the report is complete, briefings will be held and the preliminary draft will be released for public comment.

1. Minutes of Meeting of May 26, 2005

On a **motion** by Mr. Gould, seconded by Mr. King, the minutes of the meeting of May 26, 2005 were approved as distributed.

2. “Flex” of Highway Funds to SEPTA

Mr. Coscia briefed that Board and explained that Pennsylvania Governor Rendell announced a plan to maintain transit service statewide through December 31, 2006 through the flexing of federal highway dollars. This plan was to be implemented only in the event that there was no action by the General Assembly to provide stable and adequate funding for transit. The Governor directed that \$344 million be set aside for potential flexing to transit operators statewide. As part of the Governor’s proposal, PENNDOT collected data from each transit operator in the state to determine their projected unfunded operating deficits for the next 18 months. Data was also collected on the critical transit capital needs that impact their operating costs over that same period.

On behalf of the Governor, PENNDOT Secretary Allen Biehler has requested that DVRPC take the first step in the flexing process by amending the FY2005 Transportation Improvement Program for PA (FY2005-FY2008). PENNDOT’s request recommends adding two new projects to the FY2005 TIP for Pennsylvania: *SEPTA Preventive Maintenance 2006* for \$163.700 million in FY06; and, *SEPTA Vehicle Overhaul Program 2006* for \$51.800 million in FY06.

It should be noted that the SEPTA FY2005-2006 Operating Budget (for the period July 1, 2005 to June 30, 2006) anticipates additional state funding totaling \$92.100 million, and that SEPTA projects a need for an additional \$65.450 million for the first half of their FY2006-2007 Operating Budget (for the period July 1, 2006 to December 31, 2006). Without these additional funds, SEPTA says that major fare increases and significant service reductions will be necessary. The SEPTA Board will be voting on the FY2005-2006 Operating Budget the afternoon of the DVRPC Board meeting, at which time it would like assurance that this additional funding is forthcoming.

Once the DVRPC Board approves a request to program federal highway funds in the TIP for use by a transit operator, PENNDOT will notify FHWA to transfer the

funds to FTA. The act of transferring the funds from one agency to the other is referred to as “flexing.” SEPTA would then submit a grant application to FTA requesting funding for these projects.

Financial Constraint will be maintained since these are new funds available to the region’s TIP and the TIP’s conformity finding will not be impacted by this amendment.

Lewis F. Gould, Esq., Montgomery County, stated that although Montgomery County supports the “flex” of highway funds to SEPTA, the county urges SEPTA to continue to control costs, operate efficiently, reach a fair and reasonable agreement with the labor unions and maintain a fare structure in which riders contribute.

Favorable recommendation was received from the Regional Citizen Committee (RCC) for flexing highway funds to SEPTA. The RCC also asks the DVRPC Board to urge the Pennsylvania Executive and Legislative branches to promptly create a transit funding plan assuring adequate and predictable funding throughout the state in future years.

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

MOTION by Mr. Jastrzab, seconded by Mr. Hayden that the Board approve PENNDOT’s request to amend the FY 2005 TIP for Pennsylvania (FY2005-2008) by flexing \$215.5 million in additional federal highway funds to the FTA for use by SEPTA, adding these funds to two new projects: “SEPTA Preventative Maintenance 2006” (\$163.7 million) and “SEPTA Vehicle Overhaul Program 2006” (\$51.8 million).

Faye Moore, SEPTA, thanked the DVRPC Board for their support and responded that SEPTA will continue to make every effort to control costs, operate efficiently and maintain the fare policy.

Chair Denworth also thanked the DVRPC Board for supporting Governor Rendell’s decision to assist SEPTA.

Mr. Coscia added that a Commission created by the Governor and chaired by Secretary Biehler has a deadline of November 2006 to present their recommendations for funding transit on a statewide basis. Also, the Pennsylvania Senate is creating a committee to examine other sources of funding such as tolling roads to fund transit as well as highways. DVRPC will be providing information to the Commission and the Senate during their deliberations and will keep the Board updated on these findings.

Mr. Coscia also stated that a project is listed in the FY06 DVRPC Work Program for an analysis of the financial needs, shortcomings, and revenue streams for transportation in the nine-county region.

2. Transportation Improvement Program (TIP) Actions

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

a. TIP Action PA05-32a: I-76 Corridor Transportation System Management Improvements, Montgomery County

PENNDOT has requested that DVRPC amend the FY2005-2008 TIP for Pennsylvania by adding a new project, the I-76 Corridor Transportation System Management (TSM) improvement project, using \$280,000 CMAQ/\$70,000 State match in FY05 and \$520,000 CMAQ/\$130,000 State match in FY06 for utility phases. This project will provide for the installation of fiber optic cable in order to provide high speed communications as an outgrowth of ongoing efforts to develop a strategic ITS deployment plan for the Schuylkill Expressway between I-676 and the PA Turnpike (I-276). This project will build on work initiated under the ITS Schuylkill Expressway Corridor project (TIP #0581 and MPMS #51095) which were the initial planning phases. The purpose of the overall I-76 Schuylkill Expressway Corridor ITS project is to improve traffic management and congestion mitigation in the event of an incident on the Schuylkill Expressway, and includes addressing the need for transportation system management improvements on parallel routes (such as Route 23 between Route 1 and West Conshohocken) and integration of local & state TSM systems.

Cameras, variable message signs, and other ITS hardware are not included in the utility phase. This project will fund the installation of the fiber optic network in four different areas:

- Via Ridge Pike to connect the PENNDOT District 6 Traffic Control Center in King of Prussia to the Montgomery County Emergency Operations Center (EOC).
- Route 23 between Route 1 (at the Philadelphia/Lower Merion Border) and West Conshohocken.
- City Avenue from Route 23 to I-76.
- From City Avenue to tie in to the City of Philadelphia's fiber network.

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

b. TIP Action PA05-32b: York Road, Bristol Road to PA 413, Bucks County

PENNDOT has requested that DVRPC amend the FY2005-2008 TIP for Pennsylvania by adding a new project, York Road Modified Resurfacing, Bristol Road to PA 413, using \$5 million of 100% state funds for construction (\$2.5 million in FY06 and \$2.5 million in FY07). Current pavement conditions have deteriorated to the point where immediate attention is needed. Concrete patching, milling, crack seal, and overlay will be included in the project. The improvements will extend the life of the roadway for approximately ten years

when a major reconstruction project is planned.

Financial constraint will be maintained as this project is using 100% state funds and the TIP's conformity finding will not be impacted by this amendment as this project is exempt.

c. TIP Action PA05-32c: 52nd Street / Lancaster Avenue Streetscape Enhancements, Philadelphia

The City of Philadelphia has requested that DVRPC modify the FY2005-2008 TIP for Pennsylvania by adding a \$200,000 DEMO/\$50,000 State funded preliminary engineering phase to the 52nd Avenue Streetscape Enhancement Project. Further, the FY05 construction phase (\$1.2 million DEMO/\$250,000 State/\$50,000 Local match) will be shifted to FY07 to better accommodate the schedule. This project will include pedestrian enhancements such as crosswalks, bump-outs and pedestrian signal heads (where applicable) in the area of the 52nd Street/Lancaster Avenue intersection; streetscape and lighting improvements on 52nd St from Girard Ave to Parkside Avenue minor traffic signal improvements (timing, coordination) on 52nd Street within same limits; and lighting improvements on Lancaster Avenue from Girard Avenue to 52nd Street. This work will complement work scheduled as part of the Lancaster Avenue Signal Project (MPMS#57898) and also the already-completed work on Lancaster Avenue east of Girard Avenue (SEPTA's Route 10 and Route 15 signal projects). The project description will need to be edited to reflect that new bus shelters will not be included as part of the project.

Financial constraint will be maintained as this project is using specially earmarked DEMO funds and the TIP's conformity finding will not be impacted by this amendment as this project is exempt.

Favorable recommendation was received from the Planning Coordinating Committee/Regional Transportation Committee (PCC/RTC) and the RCC that the Board approve TIP Actions PA05-32a, PA05-32b, and PA05-32c.

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

MOTION by Mr. Cureton, seconded by Mr. Gould, that the Board approve the following TIP Actions:

- (1) TIP Action PA05-32a - PENNDOT's request to amend the FY 2005 TIP for Pennsylvania (FY2005-2008) by adding a new project, the I-76 Corridor Transportation System Management (TSM) improvement project, using \$280,000 CMAQ/\$70,000 State match in FY05 and \$520,000 CMAQ/\$130,000 State match in FY06.

- (2) TIP Action PA05-32b - PENNDOT's request to amend the FY 2005 TIP for Pennsylvania (FY2005-2008) by adding the York Road Modified Resurfacing, Bristol Road to PA 413 (MPMS #72997) project with \$2.5 million state funds for construction in both FY06 and FY07.
- (3) TIP Action PA05-32c -The City of Philadelphia's request to modify the FY 2005 TIP for Pennsylvania (FY2005-2008) by adding a preliminary engineering phase to FY05 (\$200,000 DEMO/\$50,000 Local) and deferring the FY05 construction phase from FY05 to FY07 for the 52nd Street Lancaster Avenue Streetscape Enhancement project (MPMS #17829).

4. DVRPC Annual Self-Certification of the Regional Transportation Planning Process

Mr. Coscia briefed the Board and explained that the final Rulemaking on the Intermodal Surface Transportation Efficiency Act (ISTEA) Metropolitan Planning Requirements dated October 28, 1993 requires that the Metropolitan Planning Organization (MPO) annually certify to the Federal Highway Administration and Federal Transit Administration that its transportation planning process is addressing the major issues facing the area and is being conducted in accordance with all applicable requirements.

Rulemaking for the new TEA 21 has not been adopted as of this date, but it is presumed that the Annual Self Certification Requirements remain the same.

Section 450.334 of the Final Rulemaking lists specific requirements which must be addressed. DVRPC's conformity with these requirements as follows:

1. Improvements to the transportation system in the region have been the result of continuing, cooperative, and comprehensive planning process carried out by state and local officials.
2. The transportation planning process, including the adoption of the TIP, is consistent with the Clean Air Act and is in conformance with the applicable State Implementation Plans.
3. Private citizens, affected public agencies, representatives of transportation agency employees, other affected employee representatives, private providers of transportation, and other interested parties were provided with a reasonable opportunity to comment on the TIP and planning process.
4. The TIP includes a financial plan that demonstrates how the TIP can be implemented, indicates resources from both public and private sources that are reasonably expected to be available, and recommends innovative financing techniques.

5. DVRPC's planning process is administered in accordance with FTA Circular 4702.1, Title VI, and DVRPC employment practices comply with FTA Circular 4704., Equal Employment Opportunity Guidelines for Grant Recipients.
6. DVRPC's programs are conducted consistent with Title 49 CFR Part 23 as implemented by FTA Circular 4716.1A regarding disadvantaged business enterprise programs.
7. The Region's public transit operators have certified that they are making special efforts to provide transportation services which can be utilized by elderly and handicapped persons.
8. Congestion Management System phase-in requirements for non-attainment Transportation Management Areas have been met.
9. Environmental justice for low income and minority populations is being addressed.
10. The provision of 49 CFR part 20 regarding restrictions on influencing certain activities has been met.

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

MOTION by Mr. Gould, seconded by Ms. Lewis, that the Board adopt Resolution No. B-FY05-009 (copy attached) certifying that the DVRPC Regional Transportation Planning Process is in conformance with federal regulations implementing TEA-21, the Clean Air Act Amendments, and other federal legislation.

5. Adoption of the DVRPC *Destination 2030 Long Range Plan - The Year 2030 Land Use and Transportation Plan for the Delaware Valley Region*

Michael Boyer, DVRPC staff, explained to the Board that as the designated Metropolitan Planning Organization for the Delaware Valley region, DVRPC is required to update the regional, long-range transportation plan every three years.

The *Destination 2030 Long Range Plan* includes the previously adopted population and employment forecasts and *Destination 2030: A Vision for the Future*, which set the policy framework for the Plan. The Year 2030 Plan includes goals, regional policies and implementation strategies for land use and transportation. The regional land use and open space maps have been updated and refined. In the transportation section; aviation, goods movement, bicycle and pedestrian modes, and Intelligent Transportation Systems are addressed in-depth. A detailed,

constrained financial plan was developed and funding was allocated to project categories before project selection to help insure that a “maintenance-first” policy was adhered to. Additionally, projects were evaluated by 14 criteria to determine how well they met various goals of the Plan.

A formal public comment period was held from May 2 through June 2, 2005 during which time three public meetings were held.

Mr. Boyer then presented a summary of comments, staff responses, and the fiscally-constrained major regional projects (distributed to the Board).

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 Mr. Barrack, that the Board adopt the DVRPC *Destination 2030 Long Range Plan*, the Year 2030 Land Use and Transportation Plan for the Delaware Valley Region by passing Resolution B-FY05-010 (copy attached).

6. Adoption of the DVRPC FY 2006 Transportation Improvement Program (TIP) for New Jersey (FY 2006-FY 2008)

Charles Dougherty, DVRPC Staff, explained to the Board that Federal law and planning regulations require the development of a Transportation Improvement Program (TIP) for the metropolitan region to become eligible for federal transportation funds. The creation of this document is to be done by the MPO in cooperation with the state and the transit operators, and must provide opportunity for input and comment by the public.

Every year DVRPC develops a TIP that covers the four New Jersey counties located in the DVRPC region: Burlington, Camden, Gloucester, and Mercer. The New Jersey Subcommittee of the RTC has been working with staff since the fall of 2004 on the DVRPC FY 2006 TIP for New Jersey that meets the requirements of the federal laws and regulations, including those concerning financial constraint and air quality.

The FY 2006-2008 TIP for the New Jersey portion of the DVRPC region contains close to 130 projects totaling \$1.1 billion for phases to be advanced during the next three years, including \$613 million on projects primarily addressing the highway system and \$530 million per year on transit projects for DRPA/PATCO and NJ TRANSIT. The New Jersey TIP averages \$380 million per year for transportation projects.

The projects in the TIP represent the region's transportation priorities. The TIP lists all projects that intend to use federal funds, along with all state funded projects whether or not they are regionally significant. The TIP has been fiscally constrained to the available financial resources identified by NJDOT and negotiated for this region's projects. All air quality non-exempt projects have been included in the regional conformity analysis.

The Draft TIP document was made available for public review during a 30-day period which ended on June 2, 2005. The document was published on the Internet, copies were placed at 17 major public libraries in New Jersey, and two public meetings were held to give the public the opportunity to pose questions about the process and projects to state, county, transit, and DVRPC staff. The meetings were held in downtown Philadelphia and Voorhees, New Jersey. Legal notices of the public comment process and the public meetings were published in the *Inquirer*, the *Tribune*, *La Actualidad*, the *Trenton Times* and the *Courier Post*. Media releases were also issued preceding the public comment period.

DVRPC's website played a vital part in our public outreach effort. The entire Draft TIP document was placed on our website, as were the dates and locations of the public meetings and general information about the TIP development process. The site includes a TIP search feature and an interactive mapping capability for the current FY 2005 TIP. The TIP page is often one of the most frequently hit pages on the DVRPC website. Individuals and organizations were also able to provide written comments on the TIP via regular mail, e-mail, and fax.

In response to Title VI and Environmental Justice concerns, outreach was targeted to specific communities as well as to the region as a whole. DVRPC sent notices of the public comment period and the scheduled public meetings to several hundred individuals and organizations, including those that represent traditional and underserved transportation users, minority and low income populations, chambers of commerce, and the welfare-to-work community.

Mr. Dougherty noted that the public comments and the recommended changes to the TIP have been distributed to the Board for their review.

Adoption at the June meeting will permit the inclusion of the DVRPC TIP, along with the TIPs from the other two MPOs, in the New Jersey Statewide TIP (STIP) for timely submission of that document by NJDOT to the federal funding agencies for approval before the current TIP expires on September 30, 2005.

The Clean Air Act Amendments of 1990 (CAAA) require that Transportation Plans and Programs conform to the applicable State Implementation Plans for air quality and follow the Final Conformity Rule provided by US EPA and DOT. Funding of new projects in non-attainment areas such as the DVRPC region is dependent upon the TIP and Plan being found to conform to the purposes of the applicable SIP and the CAAA. TIPs may be determined to conform if their projects are drawn from a conforming regional Plan. DVRPC's conformity analysis of the Destination 2030

long range plan and the FY 2006 TIP determined that emissions of monitored pollutants for each analysis year is less than the permitted budgets and that the TIP and the Plan contribute to the achievement and maintenance of the national ambient air quality standards. The TIP has been found to conform with the requirements of the CAAA as set forth in the Final Conformity Rule.

The FY 2006 TIP for New Jersey is fiscally constrained to funds reasonably available to the region.

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

MOTION by Mr. Gurick, seconded by Mr. Cureton, that the Board adopt the DVRPC FY 2006 Transportation Improvement Program (TIP) for New Jersey (FY2006 - FY2008) as the region's official selection of transportation projects for federal funding by passing Resolution B-FY05-011 (copy attached).

7. **Adoption of the Conformity Determination for the *Destination 2030 Long Range Plan*, the FY 2006-2008 New Jersey Transportation Improvement Program and the FY 2005-2008 Pennsylvania Transportation Improvement Program Under Current National Ambient Air Quality Standards (NAAQS)**

Mr. Boyer explained to the Board that the transportation conformity is a process to ensure that transportation plans and programs receiving federal funding are consistent with applicable state air quality goals. It applies to projects funded or approved by the Federal Highway Administration or the Federal Transit Administration in areas that do not meet or previously have not met air quality standards for ozone, carbon monoxide (CO), particulate matter, lead, or sulfur dioxides. The United States Department of Transportation (US DOT) cannot fund, authorize, or approve federal actions to support programs or projects that are not found to conform to the Clean Air Act Amendments requirements governing all current National Ambient Air Quality Standards (NAAQS) for transportation conformity. Current NAAQS governing the nine-county DVRPC planning area include those for ozone and CO.

Staff has completed necessary technical analysis and has prepared a conformity document covering all current NAAQS requirements. The draft conformity determination was released for public comment from May 2 through June 2, 2005, during which three public meetings were held.

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

MOTION by Mr. Barrack, seconded by Mr. Lewis that the Board adopt

the conformity finding of the *Destination 2030 Long Range Plan*, the FY 2006-2008 New Jersey Transportation Improvement Program, and the FY 2005-2008 Pennsylvania Transportation Improvement Program under all current NAAQS by passing Resolution B-FY05-012 (copy attached).

8. Pennsylvania Infrastructure Investment Authority (PENNVEST) Funding Requests in Chester and Montgomery Counties

Barry Seymour, DVRPC staff, explained 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 two applications to DVRPC for review for consistency with the regional plan as follows:

Chester County - Aqua America requests a \$8,806,250 PENNVEST loan to upgrade the existing flocculation/sedimentation basins and 22 filters at the existing Pickering West Water Treatment Plant in Schuylkill Township. These improvements will serve to provide a more efficient and reliable delivery of drinking water. No capacity increases are included as part of this action.

Montgomery County - Aqua America requests a \$7,881,500 PENNVEST loan to construct a new water treatment plant at Bubbling Springs in Whitemarsh Township. A membrane filtration plant will be constructed on one acre in the Miquon area to treat water from the Bubbling Springs and two nearby wells, providing up to 4 million gallons per day.

These projects serve to alleviate existing problems and are in areas already developed or identified as Future Growth Areas as designated in the DVRPC Year 2025 and Year 2030 Plans. As such, these projects are consistent with the goals and policies of the regional plan.

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

MOTION by Mr. Gould, seconded by Mr. Pickett that the Board authorize Executive Director to send a letter notifying PENNVEST that the funding requests in Chester and Montgomery Counties are consistent with the *Destination 2030 Long Range Plan*.

9. Election of DVRPC Board Officers for Fiscal Year 2006

Chair Denworth reported the Nominating Committee's recommended slate of DVRPC Board officers for Fiscal Year 2006 as follows:

Chair: Thomas J. Gurick, Camden County
Vice Chair: Joanne R. Denworth, Pennsylvania Governor's Policy Office
Secretary: Jerald R. Cureton, Burlington County
Treasurer: Charles H. Martin, Bucks County

There were no nominations from the floor and the nominations were closed. The slate of Board officers for Fiscal Year 2006 proposed by the Nominating Committee was unanimously elected by acclamation.

10. Election of New Jersey and Pennsylvania County Representatives to Serve on the Executive Committee for FY 2006

Thomas J. Gurick, Camden County and Charles H. Martin, Bucks County were selected by the New Jersey County Board members and the Pennsylvania County Board members, respectively, to serve on the Executive Committee during Fiscal Year 2006.

11. Regional Citizens Committee (RCC) Report

Dennis Winters, RCC Chair, reported additional items from the RCC meeting held on June 15, 2005. Mr. Winters called the Board's attention to the RCC recommendations to the Board for June 23, 2005 (attached as part of these minutes) on the items entitled: *Change of Funding Source for Various TIP Projects and Review of Agency Responses to RCC TIP Rebuttal*. Mr. Winters also mentioned that several of the RCC members would be meeting with DVRPC staff to discuss improving the relationship between the RCC and the Board.

Mr. Coscia responded that DVRPC would take the RCC's recommendations into consideration and follow-up with formal Board action, if necessary.

12. Executive Director's Report

a. DVRPC Celebration of Regional Excellence Annual Dinner Held on June 7, 2005 at the Four Seasons Hotel

Mr. Coscia reported that the DVRPC Annual Dinner was very successful and was well attended.

b. DVRPC Board Retreat, December 2, 2005

Mr. Coscia pointed out a form (distributed to the Board) which requested

recommendations from the Board Retreat on the location and the Board Retreat Theme/Program. Mr. Coscia urged the Board members to take time and fill in the form with their suggestions.

c. 2005 Public Opinion Survey

Mr. Coscia brought to the Board's attention the *2005 Public Opinion Survey Executive Summary 2005* distributed to the Board for their review.

d. Pennsylvania Transportation State Transportation Committee (STC)

Mr. Coscia reported that the STC will be holding a public hearing for the DVRPC region in the DVRPC offices beginning at 8:30 a.m. on August 18, 2005. The hearings allow the DVRPC member governments and others to provide input on the region's FY 2007 Transportation Improvement Program (TIP) update and the state's Twelve Year Program update.

13. Committee Reports

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

- (1) Planning Coordinating Committee/Regional Transportation Committee;
- (2) TransitChek Policy Committee Meeting;
- (3) Information Resources Exchange Group;
- (4) Regional Aviation Committee; and
- (5) Board Policy Analysis Committee.

OLD BUSINESS

No old business was stated.

NEW BUSINESS

No new business was stated.

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

Attachments:

- (1) Resolution Nos. B-FY05-009, B-FY05-010, B-FY05-011, and B-FY05-012
- (2) PCC/RTC Recommendations to the Board for June 23, 2005
- (3) RCC Recommendations to the Board for June 23, 2005

Additional Documents Distributed to the Board:

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

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

EXECUTIVE COMMITTEE

Minutes of Meeting of June 23, 2005

Location: American College of Physicians Building
Board Room, 9th 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 M. King

New Jersey Department of Transportation

Jim Lewis

New Jersey Governor's Appointee

Keith D. Barrack

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

Pennsylvania Department of Transportation

James Mosca
Linda Guarini (Dist. 6)

New Jersey Department of Transportation

Brian Cuccia
Cheryl Brennen
Thomas Wospil

Chester County

Carol Aichele
Wayne Clapp

Delaware County	Lee Whitmore John Pickett
Montgomery County	Lewis F. Gould, Jr., Esq. Kenneth Hughes
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Cross-County Connection Transportation Management Association	William Ragozine
<u>DVRPC Co-Counsel</u>	
Pennsylvania Co-Counsel New Jersey Co-Counsel	Timothy J. Carson Thomas J. Coleman

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Schoonmaker, Candace Snyder, Phyllis Robinson, and Jean McKinney.

Call to Order

Joanne R. Denworth, Chair, called the Executive Committee meeting to order at 12:10 p.m.

1. Minutes of Meeting of May 26, 2005

On a motion by Mr. King, seconded by Mr. Lewis, the minutes of the meeting of May 26, 2005 were approved as distributed.

2. Contract Authorization: Transportation Planning / Engineering Urban Design Services

Barry Seymour, DVRPC staff, explained to the Executive Committed that over the past year, DVRPC has been working in partnership with the Pennsylvania Department of Transportation and the New Jersey Department of Transportation to advance a variety of initiatives to improve the integration of transportation, land use and economic development planning in the region. A first result of this initiative was the organization of the *Transportation Solutions* conference in March 2005, which brought together the senior leadership from state and federal transportation and community development agencies from throughout the northeastern United States and Canada to explore the integration of land use and transportation and develop ideas and recommendations for crafting a new direction.

In order to further advance this initiative, DVRPC has issued a Request for Proposals (RFP) to hire a consultant team for a one-year contract to assist DVRPC and the two State DOT's with a variety of planning/engineering/design services. During the course of the contract, the Consultant may be asked to assist on a variety of tasks, as directed by DVRPC in consultation with PENNDOT and NJDOT staff. The first task identified in the RFP is a "Smart Growth Design Template" that can define the policies and principles of Smart Growth, address the process of transportation planning and project decision-making, and provide design guidance for new projects that integrate improved land use and urban design with the appropriate transportation infrastructure. Additional tasks to be undertaken during the course of the contract may include corridor studies, preparation of model land use or access ordinances, project design or other needs.

A total of 12 proposals were received by the due date of May 13, 2005. DVRPC, PENNDOT and NJDOT staff have reviewed the proposals based on the qualifications and experience of staff, excellence of the firms and previous work, and excellence of the proposal for the first task as outlined in the RFP.

The top four proposals have been identified and the consultant selection committee will meet via conference call on June 17, 2005 to discuss and recommend a firm for selection. Action to authorize the Executive Director to enter into a contract with the selected firm or team is needed to ensure expeditious initiation of the study.

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

MOTION by Mr. Lewis, seconded by Mr. King that the Executive Committee authorized the Executive Director to enter into, negotiate, and execute a contract with the Consultant Selection Committee's recommended firm to assist DVRPC with a variety of Transportation Planning/Engineering/Urban Design Services. If contract negotiations with the recommended firm prove not to meet the financial requirements of the Commission, the contract would be negotiated with the committee's second-ranked firm.

3. Election of DVRPC Executive Committee Officers for Fiscal Year 2006

Chair Denworth announced the Nominating Committee's slate of Officers for the Executive Committee for Fiscal Year 2006 as follows:

Chair: Thomas J. Gurick, Camden County
Vice Chair: Joanne R. Denworth, Pennsylvania Governor's Policy Office
Secretary: Jerald R. Cureton, Burlington County

There were no further nominations from the floor and the nominations were closed. The slate of Executive Committee Officers for Fiscal Year 2006 proposed by the Nominating Committee was unanimously elected by acclamation.

OLD BUSINESS

No old business was stated.

NEW BUSINESS

No new business was stated.

There being no further business, the meeting was adjourned a 12:15 p.m.