

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

BOARD COMMITTEE

Minutes of Meeting of March 23, 2006

Location: Delaware Valley Regional Planning Commission
Main Conference Room 8th Floor
190 N. Independence Mall, West
Philadelphia, PA 19106

Membership Present

Representative

New Jersey Department of Community Affairs

Joyce Paul

New Jersey Department of Transportation

Brent Barnes

New Jersey Governor's Appointee

Keith Barrack

Pennsylvania Governor's Appointee

Richard W. Hayden, Esq.

Pennsylvania Governor's Policy Office

Joanne R. Denworth

Pennsylvania Department of Transportation

Robert Hannigan

Bucks County

Lynn Bush

Chester County

William H. Fulton

Delaware County

John Pickett

Montgomery County

Kenneth Hughes

Burlington County

Carol Ann Thomas

Camden County

Thomas J. Gurick

Gloucester County

Charles E. Romick

Mercer County

Matthew Lawson

City of Chester

(not represented)

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	Lawrence Cullari Joung H. 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	(not represented)
Federal Transit Administration, Region III	Keith Lynch
Southeastern Pennsylvania Transportation Authority	David Fogel
New Jersey Transit Corporation	Jerry Lutin James Schwarzwald
Port Authority Transit Corporation	(not represented)
Delaware River Port Authority	Linda Hayes
New Jersey Department of Environmental Protection	(not represented)
Pennsylvania Department of Environmental Protection	Kevin Gallagher
Pennsylvania Department of Community and Economic Development	Kenneth Klothen
Regional Citizens Committee Chairman	Warren Strumpfer
<u>DVRPC Co-Counsel</u>	
Pennsylvania Co-Counsel New Jersey Co-Counsel	Timothy J. Carson, Esq. Thomas Coleman, Esq.

DVRPC Staff:

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

Guests

Pennsylvania Department of Transportation	James Mosca Linda Guarini (Dist. 6-0)
New Jersey Department of Transportation	Brian Cuccia
New Jersey Transit	Jack Kanarek
Cross County Connection Transportation Management Association	William Ragozine
Chester County Citizen	John Thomas Cooper
City of Philadelphia Citizen	Lorraine Brill Catherine Franklin

Call to Order

Thomas J. Gurick, Chair, called the meeting to order at 10:45 a.m.

Public Comments on Non-Agenda Items

John Thomas Cooper, Chester County, addressed the Board on the Schuylkill Valley Metro (SVM) project. He commented that the travel demand model problem which stalled the project last year has been resolved. The major item, he reported, is that after many months of study, the SVM Task Force has acknowledged that the federal funding originally expected is not available for this project. The present intention is to continue the project and examine other sources of funding.

Mr. Cooper continued to say that the following is stated in the recent FY 2007 Annual Report of New Starts. *SEPTA must identify a revised project with sufficient effectiveness and a reasonable financial plan by September 30, 2006 and produce the information necessary to rate the project or be removed from PE status.* Mr. Cooper recommended that the DVRPC and SEPTA, as sponsors of the SVM project and members of the SVM task force, approach the PennDOT Secretary of Transportation Allen Biehler and request that the Philadelphia / Cynwyd / Norristown element of the SVM be severed from the study so SEPTA can move forward with their work in order to meet the September 30th deadline.

1. Minutes of Meeting of February 23, 2006

John J. Coscia, Executive Director, stated an email was received from Dennis L. Merida, Division Administration, New Jersey Department of Transportation (NJDOT) to inform Mr. Coscia that Brent Barnes' (NJDOT) statement in the February 23, 2006 minutes was incorrect. Mr. Merida asks that the minutes be revised as follows:

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NJDOT and the Metropolitan Planning Organizations (MPO's) can amend the STIP at any time provided the process for STIP development and approval is followed. Federal Highway Administration (FHWA) has not approved or disapproved any amendments. Three proposed amendments were returned (South Jersey Transportation Planning Organization package) without action per the request of Assistant Commissioner Dennis Keck. The request occurred as part of a meeting held with Acting Commissioner Kris Kolluri on February 17 where it was reiterated the positions taken in December 2005.

The issue is that the 2006-2008 STIP was developed and approved using projected SAFETEA-LU funding estimates. The FHWA / Federal Transit Administration (FTA) guidance (issued in concert with AASHTO) requires that STIP amendments or new STIP's must include an adjustment to reflect enacted Federal authorizations for New Jersey in SAFETEA-LU, as opposed to the projected federal funding used in the FY 2006-2008 STIP.

In accordance with the fiscal constraint, provisions of 23 CFR 450.322 (b) (11), 23 CFR 450.324 (e), and 23 CFR 450.216(a) (5) (STIP), the FHWA/FTA Fiscal Constraint Guidance issued on June 27, 2005 states the following regarding changes in revenues occurring after the TIP or STIP is adopted:

"In cases that FHWA and FTA find a long-range transportation plan of TIP/STIP to be fiscally constrained and the funds are subsequently removed (i.e., by legislative or administrative actions), FHWA and FTA will expect the state DOT or MPO to identify alternative sources of revenue as soon as possible. Importantly, FHWA/FTA will not act on new or amended TIP's, STIP's, or metro plans unless they reflect the changed revenue situation."

This position is not related to the current status of the Transportation Trust Fund. The decision to adjust the approved 2006-2008 STIP to reflect actual SAFETEA-LU numbers, and proceed with any requested amendments rests solely with the NJDOT and New Jersey's three MPO's.

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

MOTION by Mr. Barrack, seconded by Mr. Barnes that the February 23, 2006 minutes be adopted as revised.

2. Transportation Improvement Program (TIP) Actions

Donald Shanis, DVRPC staff, presented the following TIP actions to the Board for their approval:

a. TIP Action NJ06-07: Sen-Han Transit bus Replacement Program, Camden County

Camden County has requested that DVRPC modify the FY2006-2008 TIP for New Jersey by programming \$100,000 CMAQ per year for an initiative to replace the current fleet used by Sen Han Transit to provide modified fixed route transit service which is open to the general public as well as senior citizens and persons with disabilities in Camden County. Seven vehicles of the original fleet were purchased with CMAQ funds several years ago, but they have accumulated significant mileage and need to be replaced. \$100,000 per year will enable a phasing in of new vehicles over time until the whole fleet can be replaced. Any costs above the \$100,000/year will be provided by the County or the Senior Citizens United Community Services (SCUCS) which is the designated agency for coordinating special transit services. The project would be included as a component of the Local CMAQ Initiatives Line Item (DB #X065) using \$100,000 per year of the existing \$845,000. Over \$745,000/year for other initiatives will still be available.

Financial constraint will be maintained as this project uses available funds in the Local CMAQ Initiatives Line Item (DB #X065).

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

b. TIP Action NJ06-08: Tuckahoe Road (CR 557) Section 6, Marsh Lake Branch to Route 40, Gloucester County

Gloucester County has requested that DVRPC modify the FY2006-2008 TIP for New Jersey by programming \$2.5 million STP-STU funds for the FY06 construction phase of the Tuckahoe Road (CR 557), Marsh Lake Branch to Route 40 project. This local project is now ready to advance to construction. The project will provide for the reconstruction of the existing roadway to include shoulders, improve the geometry of a horizontal curves, as well as improve the existing conditions of two intersections (Blue Bell Road and US 40/Brewster Road). This project would be funded by the DVRPC Future Projects Line Item DB #2026. Currently, \$6.401 million STP-STU is available in the Line Item for selected projects.

Financial constraint will be maintained as this project uses available funds in the DVRPC Future Projects Line Item (DB #D026).

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

Favorable recommendation was received from the Planning Coordinating Committee / Regional Transportation Committee (PCC/RTC) that the Board approve TIP Actions NJ06-07 and NJ06-08.

Favorable recommendation was received from the Regional Citizens Committee (RCC) that the Board approve TIP Action NJ06-07, however, in addition the RCC requests that bike racks be added to this project.

The RCC also recommended approval of TIP Action NJ06-08, however, the RCC also noted that Tuckahoe Road is a very important bike route and the shoulder should be striped with bike lanes.

Mr. Coscia responded that the RCC recommendations will be forwarded to the appropriate county representatives for a written response.

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

MOTION by Mr. Williams, seconded by Ms. Thomas, that the Board approve the following TIP Actions:

- (1) TIP Action NJ06-07, Camden County's request to modify the FY2006-2008 TIP for New Jersey by programming \$100,000 CMAQ per year as a component of the Local CMAQ Initiatives Line Item (DB #X065); and
- (2) TIP Action NJ06-08, Gloucester County's request to modify the FY2006-2008 TIP for New Jersey by programming \$2.5 million STP-STU funds for construction in FY06 as a component of the DVRPC Future Projects Line Item DB #2026.

c. TIP Action PA05-64a: Upper Merion / Bridgeport Township Wide Traffic Signal Closed Loop, Montgomery County

PennDOT has requested that DVRPC amend the FY2005-2008 TIP for Pennsylvania by adding a signal project back into the TIP , the Upper Merion/Bridgeport Township-wide Traffic Signal Closed Loop signal project (MPMS #58662), programming \$4 million for construction in FY06 (\$1 million CMAQ/\$250,000 local) and FY07 (\$2.2 million CMAQ/\$550,000 local). This project was originally selected as part of a previous round of the DVRPC CMAQ Competitive Program, has been under design locally, and is now ready to advance to construction. The system will be a closed loop system with central monitoring provided via fiber optic connection to the township building and PennDOT's Control Center. The project contains approximately 70 signals and is part of the Deployment Plan for the I-76 Corridor ITS traffic management plan.

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

The TIP's current conformity finding will not be impacted by this amendment. This project will be included in subsequent regional emissions analysis as required by section 93.128 of the current conformity rule.

d. TIP Action PA05-64b: PA 309 connector project, Montgomery County

PennDOT has requested that DVRPC modify the FY2005-2008 TIP for Pennsylvania by increasing FY06 and FY07 programming for the project by \$11.5 million. The request is to increase the right of way phase by \$4.34 million, advance it, and program it in FY06 (\$4.6 million HWY/\$1.150 million state) and FY07 (\$600,000 HWY/\$150,000 state). Further, increase the utility phase by \$5 million, and program \$2 million HWY/\$21,000 DEMO/\$505,000 state in FY06, and \$2 million HWY/\$500,000 state in FY07. Final design for the project calls for some refining of the alignments and required right of way takes. Complex utility issues include a high tension electrical facility and substations that run through the project, and several utility poles that must be relocated. This project will correct the disjointed and inadequate road system serving the north/south movement between PA 309 and the PA Turnpike Lansdale Interchange. There will be a two lane roadway connection by upgrading two existing two lane roads (Wambold Rd. and Township Line Rd.) and connecting them with a two lane roadway approximately one mile in length. Construction for this project is included in the Later Fiscal Years of the Preliminary Draft FY07 TIP Update presently underway, and estimated costs for the construction phase have been revised from \$45 million to \$65 million.

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

Favorable recommendation was received from the PCC/RTC that the Board approve TIP Actions PA05-64a and PA05-64b.

Favorable recommendation was received from the RCC that the Board approve TIP Action PA05-64a.

The RCC also recommended that the Board approve TIP Action PA05-64b with the following comment: Further increase the utility phase by \$5 million, and programing \$2 million HWY/\$21,000 DEMO/\$505,000 state in FY 2006, and \$2 million HWY/\$500,000 state in FY 2007.

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

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

- (1) TIP Action PA05-64a, PennDOT's request to amend the FY 2005 TIP for Pennsylvania (FY2005-2008) by adding a project back into the TIP , the Upper Merion/Bridgeport Signal system (MPMS #58662), programming construction for \$1 million CMAQ/\$250,000 local match in FY06, and \$2.2 million CMAQ/\$550,000 local match in FY07.
- (2) TIP Action PA05-64b, PennDOT's request to modify the FY2005-2008 TIP for Pennsylvania by increasing the right of way phase by \$4.34 million, and advancing it and programming it in FY06 (\$4.6 million HWY/\$1.150 million state) and FY07 (\$600,000 HWY/\$150,000 state). Further, increase the utility phase by \$5 million, and programming \$2 million HWY/\$21,000 DEMO/\$505,000 state in FY06, and \$2 million HWY/\$500,000 state in FY07.

e. TIP Action PA05-64c: Germantown Avenue Over Cresheim Creek (Bridge), Philadelphia

PennDOT has requested that DVRPC modify the FY2005-2008 TIP for Pennsylvania by adding the preliminary (\$766,000 HWY/\$190,000 state) and final design (\$300,000 HWY/\$75,000 state) and utility phases (\$4.6 million HWY/\$1.150 million state) to the Germantown Avenue Reconstruction North project in FY07 and FY08, and increasing the right of way (\$276,000 HWY/\$69,000 state) in order to get the project ready for construction (which is programmed in current TIP in FY09). The scope of the project is the reconstruction of Germantown Avenue from Allens Lane to Mermaid Lane, a distance of approximately 3,350 feet. The project will include the reconstruction of the roadway, drainage improvements, replacement of the existing SEPTA trolley track facilities, as well as new curbing, sidewalk, street lighting, trees, and utilities as needed. The project will also include the rehabilitation of the existing stone arch bridge over Cresheim Creek which runs parallel to Cresheim Valley Drive. The project title and description will be edited to reflect the proper scope. See also MPMS #48191 (TIP Action PA05-64d) which previously contained the roadway reconstruction portion of this project. Construction for this project is shown as beginning in FY07 in the Preliminary Draft FY07 TIP Update presently underway, and estimated costs for the construction phase have been revised from \$800,000 to \$13 million. Construction phases will be increased and advanced in upcoming months to be consistent with the Draft FY07 TIP. Construction phases for the two projects combined have been revised from approximately \$5 million to \$19 million.

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

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

f. TIP Action PA05-64d; Germantown Avenue Reconstruction, Philadelphia

PennDOT has requested that DVRPC modify the FY2005-2008 TIP for Pennsylvania by adding the final design phase (\$161,000 HWY/\$40,000 state) and utility phase (\$2.760 million HWY/\$690,000 state) in FY07 to the Germantown Avenue Reconstruction South project in order to get the project ready for construction (which is programmed in FY09 in the current TIP). The scope of the project is the reconstruction of Germantown Avenue from Ashmead Street to a point south of Church Lane, a distance of approximately 2,000 feet. The project will include the reconstruction of the roadway, drainage improvements, replacement of the existing SEPTA trolley track facilities, as well as new curbing, sidewalk, street lighting, trees, and utilities as needed. The project title and description will be edited to reflect the proper scope, which will be roadway reconstruction of the one section of roadway instead of two. See also MPMS #57899 (TIP ACTION PA05-64c) which will advance the section of roadway adjacent to Cresheim Valley Drive. Construction for this project is shown as beginning in FY07 in the Preliminary Draft FY07 TIP Update presently underway, and estimated costs for the construction phase have been revised from \$4 million to \$5.2 million. Construction phases will be increased and advanced in upcoming months to be consistent with the Draft FY07 TIP. Construction phases for the two projects combined have been revised from approximately \$5 million to \$19 million.

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

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

Favorable recommendation was received from the PCC/RTC that the Board approve TIP Actions PA05-64c and PA05-64d.

The RCC did not recommend approval of PA05-64c and PA05-64d. The RCC recognizes that this section of road needs to be repaired but does not approve this action until the design maintains the current historical and cultural value; i.e., the granite blocks are maintained between the rails. This would put the roadway in conformance with section code 106, which deals with historic preservation. Appropriate agencies should help find additional funding. Work should include a solution for all sub-surface drainage problems and springs.

Chair Gurick introduced Catherine Franklin, Geologist, citizen of Philadelphia. Ms. Franklin presented a booklet to the Board with photos depicting the historic appearance of Germantown Avenue with the stone paving and how it would appear if concrete were laid between the existing trolley tracks as proposed. Ms. Franklin explained that the proposed three block section of the Avenue designated for cement paving in the southern section in Germantown is in the most historic part of Germantown and the

stone paving compliments the Victorian buildings. The areas to be reconstructed are also protected by the Philadelphia Historic Streets District and Ms. Franklin believes these areas should be restored with stone to keep its historic appearance.

Ms. Franklin also stated that a spring is located in the middle of the southern section of the reconstruction area and she has mentioned this to the design engineers on the project. The water department did drill holes in the street to investigate the underground conduit, however, reported no findings. Ms. Franklin continued to say that a large water main broke in the area a short time ago which made a large 8-foot hole. Upon looking into the hole, the top of a very large brick arch was revealed. It is believed that this arch was used to carry water to the other side of the street in ancient times. Ms. Franklin is also concerned as to whether it would be safe to take large, heavy construction equipment over this arch while doing the reconstruction.

Gary Jastrzab, City of Philadelphia, commented that he supports the DVRPC recommendation to approve this TIP Action. The City is very sympathetic with the community's concerns, however, the City believes that the chosen cement paving between the trolley tracks is a reasonable compromise considering that the granite blocks will be used from that point to the curb.

Mr. Jastrzab also stated that he would request PennDOT work with the City to resolve the safety issues surrounding Winston Road and Mermaid Lane; i.e. a new signalized intersection and/or one way street, and a concrete crosswalk at Mermaid Lane.

Mr. Coscia commented, although DVRPC is very sensitive to the citizens concerns, multiple meetings and discussions have been held on this issue and if more time is spent on a new design, the funds for these projects will be lost. DVRPC recommends that these TIP projects move forward with the present proposed design.

Joanne Denworth, Pennsylvania Governors Policy Office, commented that the proposed cement paving was not aesthetically pleasing and inquired if some other treatment could be used.

Mr. Coscia responded that the concrete could be treated with concrete stamps that make surfaces appear like blocks and these blocks can be tinted.

Ms. Denworth also inquired about the issue of the underground spring.

Mr. Coscia responded that all comments will be forwarded to PennDOT and the City of Philadelphia for their consideration.

Ms. Bush recommended that the **motion** include all of the issues discussed on these projects.

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

MOTION by Mr. Jastrzab, seconded by Mr. Hannigan, and that the Board

approve the following TIP Actions:

- (1) TIP Action PA05-64c, PennDOT's request to modify the FY 2005 TIP for Pennsylvania (FY2005-2008) by adding the preliminary (\$766,000 HWY/\$190,000 state) and final design (\$300,000 HWY/\$75,000 state) and utility phases (\$4.6 million HWY/\$1.150 million state) to the Germantown Avenue Reconstruction North project in FY07 and FY08, increasing the right of way (\$276,000 HWY/\$69,000 state), and refining the title, and description of the project; and
- (2) TIP Action PA05-64d, PennDOT's request to amend the FY 2005 TIP for Pennsylvania (FY2005-2008) by adding the final design phase (\$161,000 HWY/\$40,000 state) and utility phase (\$2.760 million HWY/\$690,000 state) in FY07, and refining the title, and description of the project. Construction phases will be increased and advanced in upcoming months to be consistent with the Draft FY 2007 TIP.

Further, that the City of Philadelphia and PennDOT work together to resolve the following issues:

- (1) a possible concrete crosswalk and potential reconfiguration of how Germantown Avenue, Mermaid Lane and Winston Road intersect;
- (2) investigate the possibility of treating the concrete with concrete stamps to make surfaces appear like blocks;
- (3) investigate the issue regarding the underground spring in the south section of the project;

g. TIP Action PA05-65b: Tidal Schuylkill River Greenway and Trail, Philadelphia

The City of Philadelphia has requested that DVRPC modify the FY2005-2008 TIP for Pennsylvania by adding phases and increasing the funding for an existing TIP project, the Tidal Schuylkill River Greenway & Trail, using SAFETEA DEMO #1189 for \$1.344 million DEMO combined with a \$336,000 local match for design in FY06 and construction in FY07. Originally selected as part of the DVRPC Competitive CMAQ Program, the goal of the project is to provide an extension of the Schuylkill River Trail from Locust Street to South Street, including landscaping and lighting. The project sponsor is the Schuylkill River Development Corporation (SRDC). SAFETEA DEMO #1189 will provide the federal funding combined with local match funds from a State Capital Assistance Grant and the Army Core of Engineers.

Financial constraint will be maintained as this modification programs specially earmarked DEMO funds which are additional funds to the region.

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

h. TIP Action PA05-65c: Schuylkill Gateway Project, Philadelphia

The City of Philadelphia has requested that DVRPC amend the FY2005-2008 TIP for Pennsylvania by adding a new project into the TIP, the Schuylkill Gateway Project (MPMS #74824) using two SAFETEA earmarks totaling \$1.7 million DEMO funds. The Schuylkill River Development Corporation (SRDC) is the sponsor of the project which will provide for the design and the construction of operational, structural, and aesthetic improvements to the Walnut Street Bridge, Chestnut Street Bridge, Schuylkill Avenue and Station Square at 30th Street Station. Improvements will include streetscape, crosswalk, curb, and sidewalk improvements. SAFETEA earmark ID #4815 and 357 will supply the funding accordingly: FY06 preliminary engineering (\$120,000 DEMO/\$30,000 local match); FY06 final design (\$120,000 DEMO/\$30,000 local match); FY07 construction (\$1.460 DEMO/\$365,000 local match).

Financial constraint will be maintained as this modification programs specially earmarked DEMO funds which are additional funds to the region.

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

Favorable recommendation was received from the PCC/RTC and the RCC that the Board approve TIP Actions PA05-65b and PA05-65c.

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

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

- (1) TIP Action PA05-65b, the City of Philadelphia's request to modify the FY2005-2008 TIP for Pennsylvania by adding \$320,000 DEMO/ \$80,000 local match for both PE and FD in FY06, and \$704,00 DEMO/\$176,000 Local match for construction in FY07 for the Tidal Schuylkill River Greenway & Trail (MPMS #68067); and
- (2) TIP Action PA05-65c, the City of Philadelphia's request to amend the FY2005-2008 TIP for Pennsylvania by adding a new project into the TIP, the Schuylkill Gateway Project (MPMS #74824) programming FY06 preliminary engineering (\$120,000 DEMO/\$30,000 local match); FY06 final design (\$120,000 DEMO/\$30,000 local match); and FY07 construction (\$1.460 DEMO/\$365,000 local match).

3. Fiscal Year 2006 Planning Work Program Amendments

a. Ben Franklin Bridge West-side Roadways Congestion Mitigation Project

Dr. Shanis explained to the Board that the Delaware River Port Authority (DRPA) is in the process of conducting a traffic study for the Ben Franklin Bridge west-side access and egress roadways. This work program provides DVRPC support

required for the Needs Study portion of congestion mitigation project. It includes the work needed to assemble a database of relevant DVRPC data and to prepare 2030 projections of traffic volumes on the Ben Franklin Bridge and for a limited number of roadways in the Vine Street Corridor and other impacted areas. In cooperation with the consultant, projections will be prepared for the No-build and up to four improvement alternatives.

The funding for this project is \$75,000 in dedicated funds from the Delaware River Port Authority.

Favorable recommendation was received from the PCC/RTC for that the Board approve amending the Work Program to include this project.

The RCC also recommended approval, however, the RCC asks that a "Complete Streets" approach be used by DRPA in this study, including access to all transportation users; that full public participation be available in the project; congestion pricing be considered as an element of the study; and that, because this is one part of a three-part study, that an overall approach be used, rather than a piecemeal approach.

Mr. Coscia responded that the RCC recommendations will be forwarded to DRPA for their consideration and the DVRPC staff will work with DRPA and report back to the RCC.

Linda Hayes, DRPA, commented that this study is a stand-alone study and not a part of other DRPA studies.

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

MOTION by Mr. Barnes, seconded by Ms. Thomas, that the Board amend the DVRPC Fiscal Year 2006 Planning Work Program to include the Ben Franklin Bridge West-side Roadways Congestion Mitigation Project.

b. Southeastern Pennsylvania Regional Transportation, Land Use, and Economic Development Integration Strategy and Action Plan

Barry Seymour, DVRPC staff, Economic Development has become an integral role of the public sector, as local governments, counties and states each compete to attract new or expanded business opportunities – and their related jobs and tax revenue – to their own communities. All too often, however, economic development practitioners at each level of government have not fully considered regional and local land use and transportation plans in their location decisions. This has led to situations where new retail, commercial or industrial facilities and their employees are encouraged to locate in areas inadequately served by transportation capacity and services. Transportation planners must then react to expand or provide capacity at these locations, at the expense of previously planned or programmed improvements in other areas.

In order to create a closer integration between economic development practitioners

and transportation planners, in 2003 four Pennsylvania state agencies joined together to sponsor a statewide conference on transportation and land use for economic development, resulting in a Statewide Action Plan. The statewide conference was followed by a series of regional conferences, including a southeast region conference held on May 24, 2005 in Norristown. Convening of the regional conference and completion of the summary report represent an important first step toward identifying the steps necessary to better integrate transportation, land use and economic considerations into decision-making which will impact the present and future direction of the region. However, in order to now move these ideas from paper to practice, further work is needed to engage the leadership of the region, enhance relationships, and align the necessary resources to accomplish the individual action items in the plan. Through working in partnership at the regional level and with the Commonwealth agencies, land use, transportation and economic development practitioners in southeastern Pennsylvania can create a model process for the state and the nation that is smart, sound, sustainable and successful.

The funding for this project will be \$50,000 from the Pennsylvania Department of Transportation's Planning funds, plus \$50,000 in the FY2007 DVRPC Work Program for the project 07-51-030 Transportation and Economic Development Coordinating Council.

Favorable recommendation was received from the PCC/RTC and the RCC for the Board to approve amending the Work Program to include this project. The RCC also asks that an RCC representative be appointed to this group.

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

MOTION by Mr. Carten, seconded by Mr. Hannigan, that the Board amend the FY2006 Work Program to add the project *Southeastern Pennsylvania Regional Transportation, Land Use and Economic Development Integration Strategy and Action Plan* and revise Project 07-51-030 to combine these scopes of work and budgets in FY2007.

4. **Adoption of the Conformity Finding of the Delaware Valley Regional Planning Commission's FY 2006 Transportation Improvement Program and the Destination 2030 Long Range Plan for Mercer County, New Jersey**

Dr. Shanis explained to the Board that this conformity finding covers fine particulate matter (PM_{2.5}) in Mercer County, which is the DVRPC portion of the New York-Northern New Jersey-Long Island, NY-NJ-CT PM_{2.5} Non-attainment Area. This finding is the second and final installment of the conformity determination for the FY 2006 TIPs and the *Destination 2030* Long Range Plan. Two adoptions were necessary due to the DVRPC's geographic split between two non-attainment area designations.

In December 2005, the DVRPC Board authorized staff to open a minimum 30-day public comment period to receive comment on the draft conformity finding of the

FY 2006 New Jersey TIP and the *Destination 2030* Long Range Plan. For PM_{2.5} in Mercer County, DVRPC has held a public comment period from February 1, 2006, to March 2, 2006, during which a public meeting was also held. DVRPC received one comment, which was not relevant to any specifics of the conformity determination. DVRPC received no other comments on the draft finding.

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

MOTION by Ms. Thomas, seconded by Mr. Barnes, that the Board adopt the conformity finding of the DVRPC TIP and the *Destination 2030* Long Range Plan for Mercer County, New Jersey by approving Resolution B-FY06-005 (copy attached).

5. FY 2006 New Jersey Job Access and Reverse Commute (JARC) Grant Program - Project Priorities and TIP Commitment

Rich Bickel, DVRPC staff, explained to the Board that the Transportation Equity Act for the 21st Century (TEA-21) included a five-year (FY 1999 to FY 2003) Federal Transit Administration (FTA) Initiative entitled the Job Access and Reverse Commute (JARC) Grant Program. This program was intended to help fund transportation services and supportive activities that facilitate access to jobs for welfare and lower income persons, as well as reverse commute trips for the general population. TEA-21 has expired and has been replaced by the new *Safe, Accountable, Flexible, Efficient Transportation Equity Act - A Legacy of Users (SAFETEA - LU)* for Fiscal Years 2006 to 2009, with the JARC program continuing under FTA administration. However, given unexpended TEA-21 JARC fund balances for Fiscal Years 2004 and 2005 (\$5.38 million in southeastern Pennsylvania and a statewide balance of \$5.2 million in New Jersey), it is essential to fully encumber these funds before using funding from the new Act. A 50% non-Department of Transportation funds match is required for the JARC grant program. The required match for New Jersey applicants will be provided through Temporary Assistance for Needy Families (TANF), State Transportation Innovation Fund, Department of Human Services, and county dollars.

FTA regulations for the JARC program require metropolitan planning organizations (MPO's), in regions over 200,000 population, to select project applicants, evaluate the consistency of proposed projects with an adopted Regional Job Access and Reverse Commute Transportation Plan and commit to add projects to the regional Transportation Improvement Program (TIP), pending grant approvals.

After project solicitation in November 2005, DVRPC received nine Letters of Intent from Pennsylvania applicants and four from New Jersey applicants by the January 9th, 2006, submission date. Staff forwarded the submissions to pertinent

Pennsylvania and New Jersey Special Committees, established by the Board for previous rounds of the JARC program, for their review.

Following the February 21, 2006, meeting of the Pennsylvania Special Committee (composed of city, county, public transit agency, and Regional Citizens Committee representative), it was mutually agreed that action on the proposed projects would be deferred until the May Board meeting. The intervening time period will be used to resolve, costs, service, match and coordination issues identified at the meeting.

For the New Jersey projects, all of which are continuation projects from existing applicants, DVRPC conducted email and phone coordination with the New Jersey Special Committee (which has a similar membership composition). The New Jersey Committee found that:

- (1) All of the proposed projects are consistent with DVRPC's adopted Areawide JARC transportation Plan;
- (2) All of the applicants are qualified to undertake the services proposed;
- (3) Each applicant should continue to work with NJ TRANSIT to complete the full application process; and
- (4) The proposed projects are ranked in accordance with the criteria and weights developed by DVRPC. These project priorities are attached, if needed. The committee wishes to emphasize that it believes that all of the projects are high priority and should receive equal funding consideration by NJ TRANSIT and FTA.

Favorable recommendation was received from the RCC that the Board approve the project priorities for the JARC Program in New Jersey.

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

MOTION by Mr. Williams, seconded by Ms. Thomas, that the Board approve the recommended projects for the Job Access and Reverse Commute Grant Program and direct DVRPC staff to forward the recommended project list to NJ TRANSIT and FTA's New York Regional Office, and commit to amend the regional TIP at such time as the FTA approves any or all of the proposed projects for funding by adopting Resolution No. B-FY06-006 (copy attached).

6. Regional Citizens Committee (RCC) Report

Warren Strumpfer, Chair, stated his appreciation of the Board's willingness to consider the comments on the Germantown Avenue reconstruction TIP project. Mr. Strumpfer had no additional items to report from the RCC meeting held on March 14, 2006.

7. Central New Jersey Route 1 Bus Rapid Transit (BRT) Alternatives Analysis Study

Jack Kanarek, NJ Transit, presented an overview of the results and the next steps of the BRT Alternatives Analysis Study (report distributed to the Board).

Mr. Kanarek explained to the Board that the U.S. Route 1 is heavily congested with automobile traffic during the peak hours. In order to establish an alternative to the automobile the BRT must operate as a fast and reliable service, therefore, an alignment was created that would directly connect to the major activity centers and only allow access to BRT and supporting feeder route buses, separating the buses from the automobile congestion on U.S. Route 1.

Based on the location of the activity centers and the design of the BRT service concepts, two primary BRT guideways were developed, one on the east side and one on the west side of U.S. Route 1. East-west connections were added at key locations between the east and west sides.

Several guideway alignment options were developed and evaluated based on impacts on travel times, environmental concerns, coordination with planned development and access to activity centers.

Maps of the alignment concept were contained in the report which showed the service routes proposed for the BRT.

Mr. Kanarek stated some statistics of the advantages of a BRT which include: (1) would add approximately 17,000 -19,000 average weekday trips to the transit system in the Route 1 corridor (2) an 11,000-12,000 reduction in automobile trips; (3) reduce the percent of work trips using transit from a range of 2 to 4% to a range of 5 to 9%; and (4) jobs along the core of the BRT will increase by 40%.

The BRT project would cost approximately \$600 to \$700 million to implement if advanced at one time. However, the system can be implemented in segments as growth and development occur.

In conclusion, Mr. Kanarek commented that the next step would be to coordinate with NJDOT, NJ Transit, and the municipalities to devise a growth and transportation strategy that recognizes and incorporates the BRT system into local plans.

8. Chairman's Report

Chair Gurick reported on the status of the Executive Director Search Committee (EDSC) deliberations. Approximately 120 candidates, from 23 states have applied for the DVRPC Executive Director position. The EDSC will select 10 to 14 candidates and their interviews will be scheduled in early April. The top four or five from the first group will be selected and a second round of interviews of these

candidates will be held in mid-April. A recommendation will be made to the Board at its regular April 27, 2006 meeting.

9. Executive Director's Report

a. Approval of Extended Compensation for John J. Coscia's Services after Official Retirement Date

Mr. Coscia reported that his official retirement date is March 31, 2006. Since a smooth transition period is needed and a new Executive Director will not be appointed until the end of April, the Executive Director Search Committee (EDSC) has requested that he continue as Executive Director until his replacement is appointed and the transition period has ended. The Board is being requested to approve this extension.

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

MOTION by Ms. Thomas, seconded by Mr. Barrack, that the Board approve the extension of the Delaware Valley Regional Planning Commission's Executive Director, John J. Coscia, until a new Executive Director is appointed and a smooth transition period has taken place. Further that Mr. Coscia be compensated \$900 per day for his continued service to the Commission (based on the proposed salary for the new Executive Director plus the cost of the Commission's standard fringe benefit package).

b. Central New Jersey Forum, March 3, 2006

Mr. Coscia reported that a number of items were covered at this meeting, including the BRT status. DVRPC staff reported on the East-West connectors and staff has recommended some low cost minor arterials throughout that area to be put into the New Jersey TIP.

c. Status of DVRPC Annual Dinner, May 4, 2006 at the Four Seasons

Mr. Coscia reminded the Board of the DVRPC Annual Dinner scheduled for May 4, 2006 at the Four Seasons. An invitation (previously mailed) was provided to the Board. Mr. Coscia urged all Board members and alternatives to attend.

d. Strategies for Older Suburbs Conference - May 18, 2006

Mr. Seymour reported thanked the Board members who have agreed to participate on a panel for this conference. A similar conference was held a few years ago which was very successful in bringing together over 300 local officials and he believes this conference will also be well attended. Mr. Seymour urged the Board members and alternates to register early.

e. Smart Transportation for Smart Growth Design Template

Mr. Seymour reported that in February, Don Shanis and himself chaired a joint

meeting of the Land Use and Development Committee and the Regional Transportation Committee. The purpose of this meeting was to discuss the partnership between NJDOT, PennDOT, and DVRPC to re-examine design standards for roadways that are in context with roadway design, land use character and regional roadway function. A series of presentations were given by the consultant and then breakout discussions, by local area, took place to identify contextual and non-contextual roads in their local areas. The consultant team will examine these findings and present them to the committee at a future time.

f. Fiscal Constraint of Transportation Improvement Programs

Mr. Coscia pointed out a letter (distributed to the Board) dated March 20, 2006 received from Susan Borinsky, Regional Administration, FTA, Region III, and James A. Cheatham, Division Administration, FHWA Pennsylvania Division. The letter makes reference to the requirements for the operating agencies with regard to fiscal constraint. System-wide operating and maintenance costs and their supporting revenues need to be reflected in the demonstration of fiscal constraint in the TIP and STIP documents. Mr. Coscia announced that DVRPC staff will schedule a meeting to discuss these requirements.

10. Committee Reports

The following committee reports were distributed to the Board for their review: (1) Planning Coordinating Committee/Regional Transportation Committee; (2) Board Policy Analysis Committee; (3) Information Resources Exchange Group; and (4) Regional Aviation Committee

11. One Minute Reports

Jerry Lutin, New Jersey Transit, reported that there will be a Philadelphia Regional Workshop to discuss BRT on April 20, 2006. This workshop is sponsored by FTA, the National Transit Institute, and SEPTA and will take place in the Green Federal Building.

Keith Barrack, New Jersey Governor's Appointee, announced that he would not be attending the Board meetings as of this date (3/23/06) and thanked the Board members and the DVRPC for a great working relationship.

William Fulton, Chester County, announced that *Landscapes* is in the process of being updated to reflect the growth in that county.

Warren Strumpfer explained his statement of "wanting more" on the Ben Franklin West-side Roadways congestion Mitigation Project was meant to address and improve bicycle and pedestrian accommodations on the bridge

OLD BUSINESS

No old business was stated.

NEW BUSINESS

No new business was stated.

There being no further business the meeting was adjourned at 12:25 p.m.

Attachments:

- (1) PCC/RTC Recommendations to the Board for March 23, 2006
- (2) RCC Recommendations to the Board for March 23, 2006
- (3) Resolution No. B-FY06-005 and B-FY06-006

Additional Documents Distributed to the Board:

- (1) *Alert*, March, 2006
- (2) *TravelSmart*, March, 2006

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

EXECUTIVE COMMITTEE

Minutes of Meeting of March 23, 2006

Location: Delaware Valley Regional Planning Commission
Main Conference Room 8th Floor
190 N. Independence Mall, West
Philadelphia, PA 19106

Membership Present

Representative

New Jersey Department of Community Affairs	Joyce Paul
Pennsylvania Department of Transportation	Robert Hannigan
New Jersey Department of Transportation	Brent Barnes
New Jersey Governor's Appointee	Keith 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

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

Mercer County	Matthew Lawson
City of Trenton	Andrew Carten
Pennsylvania Department of Transportation	James Mosca Linda Guarini (Dist. 6-0)
New Jersey Department of Transportation	Brian Cuccia
Federal Highway Administration New Jersey Division	Lawrence Cullari Joung H. Lee
Pennsylvania Division	Spencer Stevens
Federal Transit Administration, Region III	Keith Lynch
Southeastern Pennsylvania Transportation Authority	David Fogel
New Jersey Transit Corporation	Jerry Lutin James Schwarzwald Jack Kanarek
Delaware River Port Authority	Linda Hayes
Pennsylvania Department of Environmental Protection	Kevin Gallagher
Pennsylvania Department of Community and Economic Development	Kenneth Klothen
Regional Citizens Committee Chairman	Warren Strumpfer
Cross County Connection Transportation Management Association	William Ragozine
Chester County Citizen	John Thomas Cooper
City of Philadelphia Citizen	Lorraine Brill Catherine Franklin
<u>DVRPC Co-Counsel</u>	
Pennsylvania Co-Counsel New Jersey Co-Counsel	Timothy J. Carson, Esq. Thomas Coleman, Esq.

DVRPC Staff:

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

Call to Order

Thomas J. Gurick, Chair, called the Executive Committee meeting to order at 12:25 p.m.

1. Minutes of Meeting of February 23, 2006

On a **motion** by Ms. Denworth, seconded by Mr. Hannigan, the minutes of the meeting of February 23, 2006 were approved as distributed.

2. Extension of Lease Agreement with the Bourse Building for Storage Space

John J. Coscia, Executive Director, explained to the Executive Committee that the Commission has leased 3,236 square feet of storage space at the Bourse Building since November of 2001. The current lease ends April 30, 2006. The Commission uses this space for archival storage of Accounting, Contract Office, Executive Office, Human Resources, Regional Planning and Transportation records.

The proposed lease is for three years, May 1, 2006 through April 30, 2009. Cost per square foot for year 1, \$8.00; year 2 \$8.50; and year 3, \$8.75. Either party, DVRPC or the Bourse Building management may terminate this lease by giving the other party at least three (3) months written notice.

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

MOTION by Mr. Barrack, seconded by Mr. Barnes, that the Executive Committee authorize the Executive Director to execute a three year lease extension with the Bourse Building for 3,236 square feet of storage space.

OLD BUSINESS

Mr. Coscia reported that due to outstanding account receivables, DVRPC has a cash flow problem in the amount of approximately \$4 million. A large part of the problem is the payment schedule for NJDOT who owes over \$2.4 million. DVRPC is working with the NJDOT staff to try and break the administration log jam. Mr. Coscia made it clear that, at all levels, there is no difficulty with any technical work, policy matters or coordination with NJDOT. The problem only seems to be with administration. Mr. Coscia hopes this situation can be remedied in the very near future.

NEW BUSINESS

No new business was stated.

There being no further business the meeting was adjourned at 12:35 p.m.