

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

BOARD COMMITTEE

Minutes of Meeting of December 7, 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

Sonia Frontera

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

Ronald T. Bailey

Delaware County

John Pickett

Montgomery County

Kenneth Hughes

Burlington County

Jerald R. Cureton
Carol Ann Thomas

Camden County

Thomas J. Gurick
Edward Fox

Gloucester County

Charles E. Romick

Mercer County

Donna Lewis

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	(not represented)
Pennsylvania Division	Matt Smoker
U.S. Department of Housing and Urban Development, Region III	Elvis Solivan
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
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	(not represented)
Pennsylvania Department of Community and Economic Development	(not represented)
Regional Citizens Committee Chairman	Warren Strumpfer

DVRPC Co-Counsel

Pennsylvania Co-Counsel
New Jersey Co-Counsel

(not represented)
Thomas Coleman

DVRPC Staff:

Barry Seymour, Donald Shanis, Chick Dougherty, Richard Bickel, John Ward, Elizabeth Schoonmaker, Jenki Synn, Michael Boyer, Karen Cilurso, Jane Meconi, and Jean McKinney.

Guests

Pennsylvania Department of Transportation
James Mosca
Linda Guarini (Dist. 6)

New Jersey Department of Transportation
Brian Cuccia

Delaware River Port Authority
James McQuilkin

Cross County Connection Transportation
Management Association
William Ragozine

GCUA/CCS
Kevin Hagan

Pennsylvania Transportation Funding and
Reform Commission
Richard P. Voith, Ph.D.
Beverly A. Harper

Call to Order

Chair Joanne R. Denworth called the meeting to order at 10:45 a.m.

Chair Denworth congratulated Larry M. King, Deputy Secretary for Planning, Pennsylvania Department of Transportation on his retirement. Chair Denworth commended Mr. King for being a perfect example of a public servant and for his planning expertise which has made Pennsylvania a leader in transportation infrastructure.

Barry J. Seymour, Executive Director, presented Mr. King with a gift from the DVRPC Board. Mr. Seymour thanked Mr. King for his outstanding contributions and service to the region and for his example of professionalism in working relationships.

Mr. King thanked the Board and expressed appreciation for having the opportunity to work with DVRPC over the years. Mr. King stated that he is particularly delighted with the accomplishments which have occurred in the region during his tenure and believes that working together with the DVRPC Board has made it possible to move transportation forward, Statewide.

Chair Denworth also recognized Thomas J. Gurick, Camden County Freeholder, for his outstanding service as a member of the DVRPC Board. Freeholder Gurick expressed his appreciation for being associated with DVRPC, a nationally recognized MPO, and stated it has been an incredible experience.

Public Comments on Non-Agenda Items

No public comments were stated on non-agenda items.

1. Minutes of Meeting of October 26, 2006

On a **Motion** by Mr. Romick, seconded by Mr. Hayden, the minutes of the Board meeting of October 26, 2006, were approved as distributed.

2. Adoption of Conformity Determination of the DVRPC FY 2007 Transportation Improvement Program (TIP) and the *Destination 2030* Long Range Plan (LRP)

Jienki Synn, DVRPC staff, explained to the Board that the Transportation conformity is a process established by the Clean Air Act to ensure that federal transportation projects and transportation investment activities are consistent with (“conform to”) state commitment for meeting air quality goals. DVRPC has performed a regional emissions analysis to determine transportation conformity of the FY 2007 TIPs and the *Destination 2030* LRP.

In October 2006, 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 2007 Pennsylvania TIP, FY 2007 New Jersey TIP, and the *Destination 2030* LRP. This conformity finding includes the proposed LRP and TIP amendments including new project scope on PA 309, section 101, and covers:

- Ozone (the entire DVRPC planning area);
- CO (Burlington, Camden, Mercer and Philadelphia Counties);
- PM_{2.5} (the Philadelphia-Wilmington, PA-NJ-DE PM_{2.5} Non-attainment Area); and,
- PM_{2.5} (the DVRPC portion of the New York-Northern New Jersey-Long Island, NY-NJ-CT PM_{2.5} Non-attainment Area).

DVRPC has held a public comment period from November 1, 2006, to November

30, 2006, and has hosted one public meeting on November 21, 2006, at DVRPC from 4 pm to 6 pm. Currently as of this summary sheet preparation date, no comments have been received regarding the draft conformity finding. All comments received by the closing of the comment period – and subsequent DVRPC responses – will be properly documented and reported to the Board.

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 Mr. Gurick, second by Mr. King, that the Board approve the conformity finding of the FY 2007 DVRPC Transportation Improvement Programs and the *Destination 2030* Long Range Plan by adopting Resolution B-FY07-001 (copy attached).

Donald S. Shanis, Deputy Executive Director, mentioned that Mr. Synn will be leaving DVRPC and thanked him for his excellent contributions to the agency.

Mr. Synn expressed his appreciation to the DVRPC staff for furthering his skill level and experience.

3. Amendment to the *Destination 2030* Long Range Plan: PA 309 from Welsh Road to Highland Avenue (LRP #7, MPMS #16477)

Michael Boyer, DVRPC staff, explained to the Board that PennDOT has requested that DVRPC amend the FY2007-2010 TIP for Pennsylvania by increasing the construction programming for the PA 309, Welsh Road to Highland Avenue project by \$41.750 million. The proposed TIP amendment, being presented to the Board under a separate cover this month, includes additional ramps at the Norristown Interchange to provide: (1) a new exit egress from southbound PA 309 onto Norristown Road; and, (2) entrance access from Norristown Road to northbound PA 309.

This section of PA 309 (section 101) is also part of a larger PA 309 reconstruction project identified in the *Destination 2030* long range plan (LRP), and the new ramps require an amendment to the LRP as well. The amendment to the LRP would revise the project description to include the new ramps per the proposed TIP amendment. Currently, the total cost of the PA 309 project in the LRP (major regional transportation project #7) is estimated at \$280 M, and its completion is scheduled between 2006 and 2010.

The proposed change in scope of the project also triggers the requirement for a new

transportation conformity demonstration of the LRP. The conformity finding is presented to the Board under a separate cover as well.

The proposed amendment demonstrates consistency with the policy recommendations of the LRP. Specifically, in regards to consistency with the land use vision and goals, suitability of the project within land use type, serving centers, relieving traffic congestion, having positive air quality impacts, improving freight movement, and enhancing mobility. Additionally, the amendment will not adversely impact the financial constraint of the LRP.

The Clean Air Act, as amended, requires that transportation plans and programs conform to the applicable State Implementation Plans (SIPs) for air quality and follow the final conformity rule provided by US EPA and US DOT. Federal funding in non-attainment areas, such as the DVRPC region, is dependent upon the LRP being found to conform to the purposes of the applicable SIPs.

DVRPC has incorporated the proposed change in the regional air quality analysis performed to demonstrate transportation conformity of the LRP. The analysis finding has shown that regional emissions will conform to respective SIPs by remaining less than the permitted standards in each required analysis year, and that it will further contribute to the achievement and maintenance of the National Ambient Air Quality Standards in the region.

DVRPC held a 30-day public comment period - from November 1, 2006 to November 30, 2006 - to receive public comments on the proposed LRP amendments. Also, a public meeting was held on November 21 at DVRPC from 4 pm to 6 pm, during which time DVRPC staff was available to answer any questions or receive comments in person. Current as of this summary sheet preparation date, no comments have been received regarding the LRP amendment. All comments received by the closing of the comment period, and subsequent DVRPC responses, will be properly documented and reported 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. Hughes, seconded by Mr. Cureton, that the Board approve the amendment to the *Destination 2030* Long Range Plan: PA 309 from Welsh Road to Highland Avenue [LRP #7, MPMS #16477] by adopting Resolution B-FY07-002 (copy attached).

4. Transportation Improvement Program (TIP) Actions

Chick Dougherty, DVRPC staff, presented the following TIP actions to the Board for approval:

a. TIP Action PA07-02: PA 309, Welsh Road to Highland Avenue, Section 101 (MPMS #16477), Montgomery County

PennDOT has requested that DVRPC amend the FY2007-2010 TIP for Pennsylvania by increasing the construction programming for the PA 309, Welsh Road to Highland Avenue project by \$41.750 million (\$33.4 million federal/\$8.350 million state) spread out over FY07 through FY10. The cost of this section of the 309 Reconstruction project is now estimated at approximately \$90 million. It was anticipated that \$30 million for construction would have been drawn and obligated from FY06 monies, but due to the delay in the engineering [Plans, Specifications, and Estimates (PS & E)] package, obligation did not occur and additional funds are now required from the FY07 program. The delay in the PS & E package is due to the re-design of the Norristown Interchange to include additional ramps to provide access: (1) from 309 southbound to Norristown Road; and (2) onto 309 northbound from Norristown Road. Combined with other actions this month, this action has a significant impact on the regional program, as the \$41.750 million must be drawn from other projects in the recently approved TIP for FY07-FY10.

The change in scope of the project to include the additional ramps triggered the requirement for a new Air Quality Conformity Demonstration and an Amendment to the long range plan, *Destination 2030*. This action was tabled in October pending the outcome of those processes, and DVRPC completed a successful 30 day public comment period for both. Due to the region's connection to the Delaware regional planning area (WILMAPCO) because of recent federal regulations pertaining to "PM 2.5" particulate matter pollutants, WILMAPCO was also required to take action and run a 30 day public comment period reaffirming the area's conformity determination, including adoption by the WILMAPCO Board, in order for FHWA and FTA to approve DVRPC's Conformity Determination. WILMAPCO graciously agreed to participate in the conformity process in this manner and accelerated time schedule in order to enable PennDOT to advance to an appropriate advertisement and letting schedule so that this major project can get underway in the spring of 2007.

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

The addition of new ramp movements at the Norristown Interchange triggered a new conformity determination, deeming this project action a Major Amendment to the TIP. A 30 day public comment period on both the new Conformity Determination and on the amendment of the long range plan, *Destination 2030*, to properly reflect this section of the Route 309 Reconstruction project was held

and successfully completed. WILMAPCO also completed a successful 30 day public comment period. This project is now consistent with the new regional conformity determination and long range plan.

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

MOTION by Mr. Hughes, seconded by Ms. Lewis, that the Board approve TIP Action PA07-02, PennDOT's request for a Major Amendment to the FY 2007 TIP for Pennsylvania (FY2007-2010) for the Route 309 Reconstruction project, Welsh Road to Highland Avenue Section 101 (MPMS #16477). The major amendment includes the following: (1) an additional \$41.750 million (\$33.4 million federal/\$8.350 million state) will be added to the following fiscal years: \$17.88 million HWY/\$4.470 million state in FY07; \$500,000 federal/\$125,000 state in FY08; \$2.020 million federal/\$505,000 state in FY09; and \$13 million federal/\$3.250 million state in FY10, for a total project cost of \$91.750 million; (2) the project scope will be changed to include new ramp movements at the Norristown Interchange; and (3) a new conformity determination and amendment to the long range plan, Destination 2030, was processed and presented to the Board for approval following a 30-day public comment period.

b. TIP Action NJ07-02: Motor Vehicle Crash Records Processing, New Jersey Statewide, Line Item DB #X233

NJDOT has requested that DVRPC amend the FY2007-2010 TIP for New Jersey by federalizing a project in the TIP, the Statewide Line Item for Motor Vehicle Crash Records Processing, DB #X233. This project provides funds for NJDOT's statewide crash record processing effort including upgrading equipment and data entry, scanning, and processing. The data processing component has previously been handled in the Philippines and was therefore not eligible for federal funds. The effort will now be handled in the USA, and is eligible for federal funds. The program will go from a \$3 million State funded project in FY07, to a \$4 million federally funded project. An additional \$1 million is needed for the higher anticipated costs of bringing the work back to the US.

Financial constraint will be maintained by switching necessary fund categories between this and the Betterment Bridge Preservation Line Item (DB #X72A), which will now be 100% state funded and will be handled as an Administrative Action.

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

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

MOTION by Mr. Barnes, seconded by Mr. Carten, that the Board approve TIP Action NJ07-02, NJDOT's request that DVRPC amend the FY2007-2010 TIP for New Jersey by federalizing a project in the TIP, the Statewide Line Item for Motor Vehicle Crash Records Processing, DB #X233 by programming \$4 million EB in FY07, and shifting the \$3 million in FY07 state funds to DB #X72A.

5. DVRPC FY 2007 Planning Work Program Amendments

Donald S. Shanis, Deputy Executive Director presented the following Planning Work Program Amendments to the Board for approval.

a. US 1 Widening and Reconstruction Traffic Study, Bucks County

PennDOT is in the process of developing a reconstruction/widening study for the six mile, four-lane expressway section of US 1 Expressway between the Philadelphia County Line and the US 1 Expressway/I-95 Interchange. In addition to the reconstruction and selective widening of the US 1 Expressway mainline, the build alternatives may include improvements to the Street Road, PA Turnpike, and Rockhill Road interchanges and at other locations to be determined.

The study will provide 2012 and 2032 traffic forecasts to be used to complete the required planning studies and provide design volumes for the proposed reconstruction project. This project will be initiated in FY 2007 and completed in FY 2008.

The cost and source of funds for this project are \$140,000 in dedicated funds from the Pennsylvania Department of Transportation.

Favorable recommendation was received from the PCC/RTC.

Favorable recommendation was also received from the RCC with the adjunct that a separate line item be added for DVRPC staff to specifically study subsequent impacts on connection roads as well as impacts specifically on bicyclists and pedestrians.

Dr. Shanis responded that this request would be added to the Scope of Work for this project.

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

MOTION by Mr. King, seconded by Mr. Hayden, that the Board amend the DVRPC Fiscal Year 2007 Planning Work Program to include the US 1 Widening and Reconstruction Traffic Study.

b. FY 2007 Planning Work Program Amendment: New Jersey Transit Support Program Special Studies

When the Fiscal Year 2007 Planning Work Program was developed at this time last year, the New Jersey Subcommittee requested that a \$53,667 placeholder be left in the Special Studies section of the Transit Support Program for New Jersey with the understanding that at some point in the future projects would be submitted for funding as long as they could be completed by the end of the fiscal year. Two such studies have been requested.

The first, for \$23,667, is from Burlington County to update the County's road and transit map, last published in 1996. Since that time, 911 mapping has resulted in the renaming of streets; new housing developments, shopping centers and industrial parks have been constructed; the River LINE Light Rail Transit System has opened; the County Parks System has grown and other roads have been built, relocated or abandoned. Burlington County staff will provide oversight and technical expertise to the selected cartography company with regard to updates.

The second is from New Jersey Transit (NJT), which requests \$30,000 to conduct a ridership survey as part of their overall FY 08 Princeton Route 1 Bus Rapid Transit study. NJT staff will survey riders on routes currently serving the corridor, and will also conduct focus groups to determine baseline conditions and perceptions that will influence design and development of future service in the corridor. A report on findings will be prepared and will be used for the FY 08 effort.

These projects are exempt from the regional air quality conformity finding.

The cost and source of funds for this project are \$53,667 FY 2007 Transit Support Program Special Studies Funding from project # 7-63-025.

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

MOTION by Mr. Cureton, seconded by Mr. Williams, that the DVRPC Board amend the FY 2007 DVRPC Planning Work Program New Jersey Transit Support Program to include two new Special Studies, one for the Burlington County Street Map at \$23,667 and one for the New Jersey Transit Princeton Route 1 Bus Ridership Survey & Focus Groups at \$30,000.

6. DVRPC Draft Fiscal Year 2008 Planning Work Program

Mr. Seymour explained to the Board that the DVRPC Draft Fiscal Year 2008 Planning Work Program (distributed to the Board) is ready for distribution for review and comment. The Draft Fiscal Year 2008 Planning Work Program consists of: (1) DVRPC's Regular Work Program; (2) Supportive Regional Highway Planning Program (SRHPP); and (3) Transit Support Program (TSP). The Planning Work Program reflects the policy direction provided by the Board's Planning Work Program Committee and the input from member governments, operating agencies and other regional organizations.

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

MOTION by Mr. Barnes, seconded by Mr. Pickett that the Board authorize distribution of the DVRPC Draft Fiscal Year 2008 Planning Work Program for review and comment.

7. DVRPC FY 2007 Transportation and Community Development Initiative (TCDI) Program

Karen Cilurso, DVRPC staff, explained to the Board that the Transportation and Community Development Initiative (TCDI) was created by the Delaware Valley Regional Planning Commission (DVRPC) in 2002 to support local development and redevelopment efforts in the individual municipalities of the Delaware Valley that implement municipal, county, state and regional planning objectives. While the region continues to grow and prosper, there are still communities that face ongoing challenges and have lagged behind.

TCDI provides a mechanism for these municipalities to undertake locally-directed actions to improve their communities, which in turn implements their local and county comprehensive plans and supports the goals and vision of the regional plan. Pennsylvania and New Jersey, as well as a number of counties within the region,

have programs now underway to support community revitalization. The regional TCDI seeks to support and leverage those programs, by providing funding in selected municipalities to undertake planning, analysis or design initiatives for projects or programs which enhance development or redevelopment and improve the efficiency or enhance the regional transportation system. To date, DVRPC has invested over \$6 million dollars to various municipalities since 2002 and has leveraged over \$2.5 billion dollars in private funding.

A recent assessment report documents the investments by county since 2002.(see attached summary table). This assessment was shared and discussed by the Regional Transportation Committee, and a combined meeting of the Pennsylvania and New Jersey TCDI Review Committees. At these meetings, there was a strong consensus that the TCDI program was filling a valuable need to support early stage planning in disadvantaged communities and that the program should continue. While the program has been a tremendous success, alternative approaches have been raised in order to improve the program.

Based on the discussions and feedback of the Review Committees, staff recommends that the program continue in 2007, with funding becoming available July 1, 2007 via the FY2007 TIP with changes to the Program Guide. Changes to the Program Guide include:

- (1) Project Solicitation to occur every two years. This will require an “up-front doubling” of monies in a given year, but does not result in any net increase to the program project funds. Project solicitation has previously occurred every year at a federal funding level of \$500,000 for New Jersey, and \$1 million in Pennsylvania. Going to the two-year cycle will require that \$1 million federal highway funds be made available from the NJ TIP this fiscal year for projects, and \$2 million in federal highway funds be made available from the PA TIP for projects this fiscal year, but that no funds will be required from next fiscal year for either NJ or PA project funds. The New Jersey Administrative costs will increase from \$60,000/year to \$75,000 per year.
- (2) Chosen projects will have a maximum of 36 months from the contract start date to complete the project with no extensions.
- (3) In order to promote multi-municipal projects, a maximum of \$125,000 will be provided (single projects will be provided a maximum of \$100,000).
- (4) In order to promote Transit Oriented Development (TOD), all census tracts that have an existing transit station will be added to the eligibility map.

- (5) In an effort to make the planning process more inclusionary for the City of Philadelphia and its neighborhoods, Community Development Corporations/nonprofit organizations will be able to apply for TCDI funds by working in coordination with the Philadelphia City Planning Commission and providing notification of their 501 C3 status.

The FY07 TIP for NJ and PA already has \$1 million for PA TCDI projects and \$500,000 for NJ TCDI projects programmed in FY07. This means that an additional \$1 million from the PA TIP and an additional \$500,000 from the NJ TIP must be made available this fiscal year to accommodate the 2 year cycle. Currently \$60,000 is available from the NJ TIP for Administrative Costs and that must be increased to provide funds to cover \$75,000 for each year of program administration. \$100,000 will be available annually from the Pennsylvania Transportation and Land Use Planning Initiative for program administration.

Mr. Carten inquired as to the timeline for distribution of the TCDI applications.

Ms. Cilurso responded that the applications should be distributed January 2, 2007 and should be mailed back to DVRPC by February 16, 2007. A subcommittee review of the applications will be done through February and March and the recommended projects will be presented to the Board for approval in April 2007.

Favorable recommendation was received from the PCC/RTC. However, Dr. Shanis added that PCC/RTC had a lengthy discussion on the TCDI Program and were concerned that more involvement was needed by the counties on the individual projects. The PCC/RTC would like more frequent reports by DVRPC on the progress of the selected TCDI projects.

Ms. Cilurso responded that an effort will be made to provide a better reporting mechanism.

Favorable recommendation was received from the RCC.

Kenneth Hughes, Montgomery County, inquired if the concept of adding the census tracts that contain train stations, although consistent with the regional plan, is moving away from the original intent of the TCDI Program.

Mr. Seymour responded that these type of projects are a reflection of the Transit Revitalization Investment District (TRID) Legislation which encourages development around train stations as well as supports the New Jersey Transit Village Initiative. Encouraging Transit Oriented Developments (TODs) is a goal of our 2030 Long Range Transportation and Land Use Plan.

Ms. Cilurso added that the train station must be listed as eligible for the TCDI Program.

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

MOTION by Ms. Paul, seconded by Mr. Jastrzab, that the Board Reauthorize the FY 2007 TCDI Program Guide to reflect recommended changes listed above. Modify the FY07 TIP for Pennsylvania and New Jersey as necessary at the appropriate time to provide federal funds totaling \$1 million for New Jersey project funds, \$75,000 annually for New Jersey Administrative costs, and \$2 million for Pennsylvania project funds this fiscal year to accommodate the new two year cycle.

8. Pennsylvania Transportation Funding and Reform Commission Final Report: Addressing Pennsylvania's Transportation Funding Crisis

Richard P. Voith, Ph.D. and Beverly A. Harper, members of the Pennsylvania Transportation Funding and Reform Commission, presented a summary of the final report on *Addressing Pennsylvania's Transportation Funding Crisis* (distributed to the Board).

The nine-member Commission was established three years ago by Governor Rendell to study and make funding recommendations concerning operations, structure, and funding of public transportation, highways, and bridges in Pennsylvania. In August 2006, the Commission delivered to the people of Pennsylvania, a report on initial findings to garner as much public response and discussion as possible to the conditions we found. A final report has now been submitted which lays out a challenging course of action.

Mr. Voith stated that the findings showed the need for revenue is large and very real, however, there are opportunities for reform. Highways would need an additional \$900 million in new revenue which, in part, will be generated by an adjustment in the oil company franchise tax.

The transit funding sources have not kept pace with inflation and the complexity of funding transit has only been increased. Two programs have been proposed for transit: (1) a dedicated transit fund for an operating program and (2) capital program funding.

Ms. Harper then presented the "next steps" as follows:

- Comments must be provided on the recommendations in the report.

These recommendations will go to the Governor, the house leadership, legislatures, and the Pennsylvania Senate.

- Must examine how the “local funding match” will be secured.

The local match will have to be increased. In Pennsylvania only 15% funding is considered “local match”. “Local match” in states throughout the country is 65%.

- A future vision is needed for Public Transit specifically for this region.

Ms. Harper stated that this region needs leadership and needs all the agencies that came before the Commission to pledge their support and take action to implement funding solutions for highways and the public transit. At the Commission meetings the legislators from other regions were willing to sign and commit to solutions, however, the legislators from this region were not always willing to agree. There needs to be unification about needs to be done to move forward for highways, transit, and bridges. These decisions will greatly influence how this region is treated by the state legislature.

Lynn Bush, Bucks County, inquired whether the issue of selling the Pennsylvania Turnpike was discussed at the Commission Meetings. Mr. Voith responded that the Turnpike sale was discussed and the consensus of the Commission was that the issue was beyond the purview of the Commission. It was discussed, however, that if the Turnpike were to be sold in a public/private partnership how the funds would be expended. Mr. Seymour added that, in an effort to determine the value of the Turnpike, the Governor has procured a statement of interest for its sale. Also, any funds from the Turnpike would not be restricted to just highways.

Mr. King stated, that as one of the staff support individuals attending the Commission meetings, the group was exceptional and extremely effective. The Governor and the general assembly was the primary audience for which the report is intended, however, reactions from many other public/private partnerships were heard. The most significant reaction was that of learning just how much revenue is actually needed to “fix” our transportation problems. Mr. King added that the Governor stated “doing nothing is not an option.”

Mr. Seymour thanked Mr. Voith and Ms. Harper for their presentation and added that whatever the solutions are if we are to advance with the necessary funding for highways and transit there will need to be some level of partnership with all parties involved, both state and local. Further discussions are imperative to examine funding options and examine a future vision for public transit. Mr. Seymour added

that DVRPC and the Pennsylvania counties will schedule policy level meetings to discuss the next steps.

9. Regional Citizens Committee (RCC) Report

Warren Strumpfer, RCC Chair, reported on additional items discussed at the RCC meeting of November 21, 2006 as follows. The RCC recommends that the Board amend the FY 2007 Planning Work Program to include a "Complete Streets" study of Roosevelt Boulevard that will specifically examine how to make the roadway more bicycle and pedestrian friendly. "Complete Streets" are designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists and bus riders of all ages and abilities are able to safely move along and across a "complete street."

Mr. Strumpfer also mentioned that he would serve as RCC Chair for Calendar Year 2007.

10. Executive Director's Report

Mr. Seymour reported on the following items:

a. Smart Transportation Solutions for New Jersey and Pennsylvania

Meetings have been held to bring PennDOT and NJDOT together to develop a bi-state initiative to examine appropriate design solutions to reflect the varieties of communities and community roads.

b. Meeting of three New Jersey MPOs

A meeting of the three MPO's in New Jersey was held. At that meeting a list of items which relate across the state was prepared for discussion and coordination.

c. New Jersey Legislative Report on Property Tax Reform

Mr. Seymour pointed out the report (distributed to the Board) on the *Special Session on Property Tax Reform*. This joint session consisted of four subcommittees to examine the following issues: (1) Public School Funding Reform; (2) Government Consolidation and Shared Services; (3) Public Employee Benefits Reform; and (4) Constitutional Reform and Citizens Property Tax Constitutional Convention.

d. Philadelphia/ New York Exchange Meeting

Two meetings were held between Philadelphia and New York representatives to exchange ideas and, most importantly, to look at the connection between the Philadelphia market and the New York market, specifically the role of transit.

e. Land Use, Transportation and Economic Development Coordination

The Land Use, Transportation and Economic Development Meetings are held to bring together the counties to discuss land use, transportation, and economic development interests.

f. Philadelphia Central Delaware River Advisory Group

Mr. Seymour announced that he is the representative for Mayor's Streets' Philadelphia Central Delaware River Advisory Group. The Group will focus on the redevelopment of the Delaware River Waterfront; a 7-8 mile stretch along the Delaware Avenue waterfront.

g. Central Jersey Transportation Forum

Mr. Seymour reported that the Central Jersey Transportation Forum continues to meet and move forward with strategies for improving the Route 1 corridor.

12. Committee Reports

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

- (1) Planning Coordinating Committee/Regional Transportation Committee;
- (2) Goods Movement Task Force; and
- (3) Information Resource Exchange Group.

13. One Minute Reports

Mr. Gurick, recognized Edward Fox and Douglas Griffith from Camden County and thanked them for their support during his tenure on the DVRPC Board.

David Fogel, SEPTA, pointed out to the Board the Notice of Public Meetings (distributed to the Board) to be held on January 29, 2007 to collect input and comments on the Fiscal Year 2008 Capital Budget and Fiscal Years 2008-2019 Capital Program.

Brent Barnes, New Jersey Department of Transportation (NJDOT), reported that NJDOT is delighted that the Governor's office is engaged in the Bus Rapid Transit (BRT) along Route 1. New Jersey Future has been asked to conduct interviews

with the stakeholders for the Route 1 regional growth strategy which included extensive discussion of the BRT. New Jersey Future is coordinating their findings with the forum.

OLD BUSINESS

No old business was stated.

NEW BUSINESS

No new business was stated.

Mr. Seymour reminded the Board that the meetings would begin at 10:00 a.m. starting with the January 25, 2007 Board meeting.

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

Attachments:

- (1) PCC/RTC Recommendations to the Board for December 7, 2006
- (2) RCC Recommendations to the Board for December 7, 2006
- (3) Board Resolutions No. B-FY07-001 and B-FY07-002

Additional Documents Distributed to the Board:

- (1) DVRPC Brochure: *Delaware Valley Region Aerial Imagery*
- (2) *Alert*, December 2006
- (3) *TravelSmart*, December 2006

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

EXECUTIVE COMMITTEE

Minutes of Meeting of December 7, 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	Larry M. King
New Jersey Department of Transportation	Brent Barnes
New Jersey Governor's Appointee	Sonia Frontera
Pennsylvania Governor's Appointee	Richard W. Hayden, Esq.
Pennsylvania Governor's Policy Office	Joanne R. Denworth
Pennsylvania Counties	Lynn Bush
New Jersey Counties	Jerald R. Cureton, Esq. Carol Ann Thomas
City of Camden	Edward Williams
City of Philadelphia	Gary Jastrzab

Guests

Chester County	Ronald T. Bailey
Delaware County	John Pickett
Montgomery County	Kenneth Hughes
Camden County	Thomas J. Gurick Edward Fox
Gloucester County	Charles E. Romick

Mercer County	Donna Lewis
City of Trenton	Andrew Carten
Pennsylvania Department of Transportation	James Mosca Linda Guarini (Dist. 6)
New Jersey Department of Transportation	Brian Cuccia
Federal Highway Administration Pennsylvania Division	Matt Smoker
U.S. Department of Housing and Urban Development, Region III	Elvis Solivan
Federal Transit Administration, Region III	Keith Lynch
Southeastern Pennsylvania Transportation Authority	David Fogel
New Jersey Transit Corporation	Jerry Lutin
Delaware River Port Authority	Linda Hayes James McQuilkin
Delaware River Port Authority	Linda Hayes
Regional Citizens Committee Chairman	Warren Strumpfer
Cross County Connection Transportation Management Association	William Ragozine
GCUA/CCS	Kevin Hagan
Pennsylvania Transportation Funding and Reform Commission	Richard P. Voith, Ph.D. Beverly A. Harper
<u>DVRPC Co-Counsel</u>	
New Jersey Co-Counsel	Thomas Coleman

DVRPC Staff:

Barry Seymour, Donald Shanis, Chick Dougherty, Richard Bickel, John Ward, Elizabeth Schoonmaker, Jenki Synn, Michael Boyer, Karen Cilurso, Jane Meconi, and Jean McKinney.

Call to Order

Chair Joanne R. Denworth called the Executive Committee meeting to order at 12:25 p.m.

1. Minutes of Meeting of October 26, 2006

On a **motion** by Mr. Cureton, seconded by Mr. Barnes, the minutes of the meeting of October 26, 2006 were approved as distributed.

2. Contract Authorization: Cheltenham Township SEPTA bus Facility and Transit Related Development

Barry J. Seymour, Executive Director, explained to the Board that Cheltenham Township in conjunction with DVRPC and officials from the northwest section of the City of Philadelphia are interested in consultant services to complete a feasibility study, which will examine the possible relocation of the existing SEPTA bus facility at the Cheltenham Avenue and Ogontz Avenue intersection, to a new location behind the Cheltenham Square Mall or possible other nearby parcels. The proposal will also include the evaluation of the feasibility of creating a Transit Revitalization Investment District (TRID) in the vicinity of Cheltenham Avenue and Ogontz Avenue.

A consultant selection committee comprised of representatives from Cheltenham Township, SEPTA and the Delaware Valley Regional Planning 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 Carter van Dyke Associates.

A total of \$75,000 is allocated for the above contract from available funds in the FY 2007 Work Program. This funding is available through a private grant from the William Penn Foundation..

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

MOTION by Mr. King, seconded by Mr. Cureton, that the Executive Committee authorize the Executive Director to enter into, negotiate and execute a contract with Carter van Dyke Associates to complete a feasibility study for relocation of a Cheltenham Township SEPTA Bus Facility and evaluate the feasibility of a Transit Related Development. If such negotiations prove not to meet the financial requirements of the Commission, to proceed on to negotiations with the second ranked firm.

OLD BUSINESS

No old business was stated.

NEW BUSINESS

No new business was stated.

There being no further business the meeting was adjourned at 12:30 p.m.

Additional documents distributed to the Executive Committee:

- (1) *DVRPC Financial Statements for the years Ended June 30, 2005 and 2004 with Report of Independent Auditors, Supplemental Schedule and Supplemental Reports*