

**DELAWARE VALLEY REGIONAL PLANNING COMMISSION**

**BOARD COMMITTEE**

Minutes of Meeting of April 22, 2010

Location: Delaware Valley Regional Planning Commission  
190 N. Independence Mall West, 9<sup>th</sup> Floor  
Philadelphia, PA 19106

Membership Present

New Jersey Department of Community Affairs  
New Jersey Department of Transportation  
New Jersey Governor's Appointee  
Pennsylvania Governor's Appointee  
Pennsylvania Governor's Policy Office  
Pennsylvania Department of Transportation  
Bucks County

Chester County

Delaware County  
Montgomery County  
Burlington County  
Camden County  
Gloucester County  
Mercer County  
City of Chester  
City of Philadelphia  
City of Camden  
City of Trenton

Representative

Joyce Paul  
Thomas Wospil  
David Reiner  
(not represented)  
Joanne R. Denworth  
James Mosca  
Diane Ellis-Marseglia  
Lynn Bush  
Carol Aichele  
Ronald Bailey  
John Pickett  
(not represented)  
Carol Ann Thomas  
Louis Cappelli, Jr. Esq.  
Richard Westergaard  
(not represented)  
(not represented)  
Steve Buckley  
Edward Williams  
Andrew Carten

Non-Voting Members

Federal Highway Administration  
New Jersey Division  
Pennsylvania Division  
U.S. Department of Housing and Urban  
Development, Region III  
U.S. Environmental Protection Agency, Region II  
U.S. Environmental Protection Agency, Region III  
Federal Transit Administration, Region III

(not represented)  
Matt Smoker  
  
(not represented)  
(not represented)  
(not represented)  
Keith Lynch

Southeastern Pennsylvania Transportation Authority  
New Jersey Transit Corporation  
New Jersey Department of Environmental Protection  
Pennsylvania Department of Environmental Protection  
Port Authority Transit Corporation  
Delaware River Port Authority  
Pennsylvania Department of Community and  
Economic Development

Byron Comati  
Charles Ingoglia  
(not represented)  
Kevin Gallagher  
(not represented)  
Linda Hayes

Toni Crawford-Major  
Ronald Bednar  
James Requa  
Aissia Richardson

New Jersey Office of Smart Growth  
Regional Citizens Committee Chair

DVRPC Co-Counsel

Pennsylvania Co-Counsel  
New Jersey Co-Counsel

Timothy Carson, Esq.  
Steve Raymond

DVRPC Staff: Barry J. Seymour, Donald Shanis, Richard Bickel, John Ward, Elizabeth Schoonmaker, Roger Moog, John Coscia, Jr. Thomas McGovern, Reiner Pelzer, Phyllis Robinson, Candace Snyder, and Jean McKinney.

Guests

Pennsylvania Department of Transportation  
New Jersey Turnpike Authority  
Cross County Connection Transportation  
Management Association  
National Association of Regional Councils

Linda Guarini (Dist. 6-0)  
Brian Wahler

William Ragozine  
Fred Abousleman  
Shannon Menard  
Mark Policinski  
Mark Stout  
Matthew Day

Mark L. Stout Consulting  
ICF International

**Call to Order - Chair's Comments**

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

**Public Comments on Non-Agenda Items**

No public comments were stated.

**1. Minutes of Meeting of March 25, 2010**

On a Motion by Ms. Aichele, seconded by Ms. Denworth, the minutes of the Board Meeting of March 25, 2010 were approved as distributed.

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

Elizabeth Schoonmaker, DVRPC Manager, Capital Programming, presented the following TIP Actions for approval.

**a. NJ10-18: River Road Improvements Cramer Hill (DB #D0902), SEPTA**

Cooper's Ferry Development Association, on behalf of the City of Camden, has requested that DVRPC amend the FY2010-2013 TIP for New Jersey by adding a preliminary engineering phase in FY10 (\$200,000 DEMO), final design phase in FY11 (\$250,000 DEMO), and construction phase in FY11 (\$800,000 DEMO) and FY12 (\$2,758,241 DEMO) for River Road Improvements, Cramer Hill (DB# D0902). Funding will be provided by two SAFETEA-LU Earmarks (NJ ID#'s 253 and 268), and any additional funds required to complete the project will be provided locally.

This project was added to the FY2009 TIP for construction, but did not reflect necessary design phases needed to complete the project. This project will help implement a multi-phase effort to address the long standing issue of heavy truck traffic along River Road/Avenue, the primary commercial corridor through Cramer Hill in the City of Camden. This project will include traffic calming and pedestrian improvements such as high visibility crosswalks, truck route signage, signal timing changes to slow trips through the area, bulbouts, medians, and intersection geometric improvements.

Financial constraint will be maintained as this project uses specially earmarked DEMO funds and the TIP's current conformity finding will not be impacted by this modification as this project is exempt from air quality analysis.

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. Williams, seconded by Mr. Carten that the Board approve TIP action NJ10-18, the Cooper's Ferry Development Association's, on behalf of the City of Camden, request to amend the FY2010-2013 TIP for New Jersey by adding a preliminary engineering phase in FY10 (\$200,000 DEMO), final design phase in FY11 (\$250,000 DEMO), and construction phase in FY11 (\$800,000 DEMO) and FY12 (\$2,758,241 DEMO) for River Road Improvements, Cramer Hill (DB# D0902).

**b. PA09-93a: Vehicle Overhaul Program (MPMS #60582), SEPTA**

SEPTA has requested that DVRPC amend the FY2009-2012 TIP for Pennsylvania by federalizing the Vehicle Overhaul Program (MPMS #60582) which is currently programmed with state and local funds and totals \$53.600 million in FY10. Further, funds/work will be broken out of the Federal Preventive Maintenance Program and programmed in the Vehicle Overhaul Program. Note that the cost of the work for Vehicle Overhaul Program has not increased. This action serves primarily to provide a different mix of funding types for SEPTA projects, and to break out work from Preventive Maintenance and program it in Vehicle Overhaul Program per Federal Transit Authority (FTA) guidance.

Preventive maintenance funds used for vehicle overhaul (\$32,000,000 Section 5307/\$8,050,000 Local-In-Kind Services) are currently programmed in the Preventive Maintenance Line item, but recent FTA guidance has instructed SEPTA to program all the funds related to vehicle overhaul in the Vehicle Overhaul Program (MPMS #60582). \$32,000,000 Section 5307/\$8,050,000 Local-In-Kind Services will be removed from the Preventive Maintenance Program (MPMS #60317). Through a series of administrative actions included in the SEPTA fiscal constraint charts, \$32.591 million is made available and will be added to the Vehicle Overhaul Program, so that the Vehicle Overhaul Program will now be increased by \$32.591 million, and will now contain a mix of federal ("federalized") as well as state and local funds. Further note, that \$32.480 million of Act 44 "1514" funds are removed from FY2010 of the Vehicle Overhaul Program as those Act 44 funds are not available to SEPTA this year. FY10 funding for the Vehicle Overhaul Program (MPMS #60582) will be programmed as follows: \$40,940,000 FTA 5307/ \$21,723,000 FTA 5309/\$23,023,000 State Bond/\$505,000 Local).

Additional funding shifts to this project will be made as part of the FY2011 Draft TIP for Pennsylvania to accommodate this new structure.

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

**c. PA09-93b: Preventive Maintenance Flex (MPMS #90123)  
PennDOT/SEPTA**

PennDOT has requested that DVRPC amend the FY2009-2012 TIP for Pennsylvania by adding a new project to the TIP, Preventive Maintenance Flex (MPMS #90123) using \$7 million STP funds provided to SEPTA from PennDOT's Statewide Discretionary Line Item (MPMS #77786) in FY10. These funds are additional funds to the region, and do not impact financial constraint. The funds will be used for eligible expenses such as federal operating assistance and preventive maintenance pertaining to activities performed on vehicles and facilities. Activities can include: (1) program administration; (2) repair of buildings, grounds and equipment (including, but not limited to, the overhaul of vehicles); (3) operation of electric power facilities; (4) maintenance of vehicle movement control systems, fare collection, counting equipment and structures; and (5) maintenance of general administration buildings, grounds and equipment, and electrical facilities.

SEPTA experienced a work stoppage (a.k.a. "strike") in the fall of 2009 on Philadelphia bus, trolley, and subway service, as well as the Frontier Division bus service in Bucks, Montgomery, and Chester Counties. To help resolve the Transport Workers Union work stoppage, Governor Rendell committed \$7 million of additional subsidies to SEPTA for FY 2010. The State has proposed to allocate \$7 million of statewide discretionary STP funding. These funds will be used as additional subsidy dollars for SEPTA in Fiscal Year 2010. The STP funds will be "flexed" (transferred) from FHWA to FTA for use by SEPTA on eligible preventive maintenance expenses.

Financial constraint will not be impacted by this amendment as these are additional funds to the region and the TIP's current conformity finding will not be impacted by this modification as this project is exempt from air quality analysis.

Favorable recommendation was received from the PCC/RTC to approve TIP Actions PA09-93a and PA09-93b.

Favorable recommendation was also received from the RCC to approve TIP Actions PA09-93a and PA09-93b. However, for TIP Action PA09-93a, the RCC requests that SEPTA give priority to maintenance of the electric

locomotives in their push-pull trains, as there have been recent failures in operation.

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

**MOTION** by Mr. Williams, seconded by Mr. Carten, that the Board approve the following TIP actions.

- (1) **PA09-93a**, SEPTA's request to amend the FY2009-2012 TIP for Pennsylvania by federalizing the Vehicle Overhaul Program (MPMS# 60582) which is currently programmed with state and local funds and totals \$53.600 million in FY10. Additional preventive maintenance funds used for vehicle overhaul (\$32,000,000 Section 5307/\$8,050,000 Local-In-Kind Services) are currently programmed in the Preventive Maintenance Line item, but recent FTA guidance has instructed SEPTA to program all the funds related to vehicle overhaul in the Vehicle Overhaul Program (MPMS #60582). \$32,000,000 Section 5307/\$8,050,000 Local-In-Kind Services will be removed from the Preventive Maintenance Program (MPMS# 60317). Through a series of administrative actions included in the SEPTA fiscal constraint charts, \$32.591 million is made available and will be added to the Vehicle Overhaul Program, so that the Vehicle Overhaul Program will now contain a mix of federal ("federalized") as well as state and local funds.
- (2) **PA09-93b**, PennDOT's request to amend the FY2009-2012 TIP for Pennsylvania by adding a new project to the TIP, Preventive Maintenance Flex (MPMS #90123) using \$7 million STP funds provided to SEPTA from PennDOT's Statewide Discretionary Line Item in FY10. Funds will be "flexed" (transferred) from FHWA to FTA.

**d. PA09-94: Chester County ARRA Paving (MPMS #86872), Chester County**

PennDOT has requested that DVRPC modify the FY2009-2012 TIP for Pennsylvania by increasing the construction phase of Chester County ARRA Paving (MPMS #86872) by \$6.519 million in FY10 (\$2,086,000 STP/\$637,000 NHS) and FY11 (\$2,117,000 STU/\$1,679,000 STP). This project was approved as part of the American Recovery and Reinvestment Act of 2009 by the DVRPC Board in February of 2009. The additional funding will be used to address significant issues discovered during the field view, and will bring the construction cost up to \$20,536,000.

This project originally included mill and overlay of the SR 202 roadway for approximately 4.3 miles from High Street to the Route 100, and some other connecting roadways, but the main section of 202 was determined to be in extremely poor condition in danger of impacting safety, and has had no major work since it was constructed in the 1990's. The proposed significant rehabilitation of this section of US 202 will extend the life of the roadway for 20 years. The project will now include concrete deck repairs for eight structures, as well as painting of three structures which fall within the project limits. Deck repairs will be performed on one highway overpass over SR 202, with signs attached to this structure being upgraded to current standards which includes higher reflective lettering on the signs and a larger font.

Approximately 5,000 linear feet of slope stabilization is required along the northbound and southbound lanes of SR 202 because the guide rail has been hit several times and is leaning at an angle away from the roadway, pulling out the posts and exposing the surrounding pavement to accelerated erosion. A concrete barrier will be placed here as well. Shoulders are pulling away from the mainline along this portion of the highway. All guide rail and end treatments will be upgraded for the approximate four-mile length of the road. The existing box beam median is being replaced by glare-screen concrete median barrier which will then transition to standard height barrier as it crosses the structures. Concrete pavement rehabilitation will be performed throughout the limits of the project as well as new segment markers and mile post markers, lines and stripes, rumble strips and raised pavement markers, which are the standard features used to enhance safety.

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

e. **PA09-95: US 13/9<sup>th</sup> Street/Morton Avenue Signals (DS1) (MPMS #47990), Delaware County**

PennDOT has requested that DVRPC amend the FY2009-2012 TIP for Pennsylvania by adding the TIP US 13/9<sup>th</sup> Street/Morton Avenue Signals (DS1) (MPMS# 47990), and programming utility in FY10 (\$1,420,000 CMAQ) and construction in FY10 (\$1,845,000 CMAQ) and FY11 (\$2,155,000 CMAQ).

This project will construct approximately 20 signalized intersections along a 3.3 mile multi-lane and state route to enhance motor vehicle, pedestrian flow, and safety along the corridor in an effort to interconnect the entire Route 13 corridor in Delaware County. The project includes the installation of 132 traffic signal supports, 136 LED vehicular signal heads and 160 pedestrian

countdown signal heads. Approximately 250 ADA Curb ramps will also be included.

The entire corridor safety improvement project will be constructed in three phases. This project, phase 1 (DS1), will carry the improvements from the City of Chester towards the Delaware State line; phase 2 (DS2), US 13/Chester Pike Corridor Signal Improvements (MPMS# 47994), is currently under construction and will carry improvements from Morton Avenue to Wycombe Avenue in Delaware County; phase 3 (DS3), Baltimore Pike Corridor Signal Improvement Project (MPMS # 48168), is scheduled for an early 2011 construction start and will tie into phase 2 immediately west of the Delaware County/City of Philadelphia border.

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

f. **PA09-96: District 6 On-Demand Bridge Maintenance Contracts (MPMS #89027, 89028, 89092), Various Counties**

PennDOT has requested that DVRPC amend the FY2009-2012 TIP for Pennsylvania by adding a new project to the TIP, District 6 On-Demand Bridge Maintenance Contracts (MPMS# 89027, 89028, 89092), and programming construction in FY10 (\$8,700,000 Act 44) for three separate bridge maintenance contracts.

Since District 6 has determined that it has insufficient bridge maintenance resources to address structural priorities and bridge repair and maintenance, PennDOT has developed three On-Demand Bridge Maintenance Contracts to address bridges identified in PennDOT Plans of Action. These contracts include:

- (1) Joint Sealing 2010 (MPMS# 89027) - \$3,500,000  
Addresses joint sealing on various bridges in all five counties of the Delaware Valley region.
- (2) Bridge on Demand 2010 (MPMS #89028) - \$3,500,000  
Addresses bridge maintenance on various bridges in Bucks, Chester, Delaware and Montgomery counties.



- (3) Bridge Underpinning 2010 (MPMS# 89092) - \$1,700,000  
Addresses underpinning on various bridges in Bucks, Chester, Delaware and Montgomery Counties.

The locations of the improvements will be determined at a later date, and will be in all five counties of the DVRPC Region.

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

Commissioner Diane Ellis-Marseglia, Bucks County, asked which projects provided the funding for the action to add the new Bridge On-Demand project.

Ms. Schoonmaker responded that each month, the fiscal constraint charts that are included in the package (distributed to the Board) detail all of the funding shifts that take place for project actions. The "formal actions" or "Amendments" are reviewed by the Board as part of the agenda, but many "Administrative Actions" which are included in the charts also occur which do not require Board action. It is not always a "one-to-one" relationship in terms of which projects give up funding and which ones receive funding, but all actions contribute to overall fiscal constraint. For reference, all TIP Actions on the agenda are marked using the Action number on the fiscal constraint charts. Ms. Schoonmaker commented that she would meet with Commissioner Ellis-Marseglia to explain further, if needed.

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

**MOTION** by Mr. Mosca, seconded by Mr. Pickett that the Board approve the following TIP Actions:

- (1) **PA09-94**, PennDOT's request to modify the FY2009-2012 TIP for Pennsylvania by increasing the construction phase of Chester County ARRA Paving (MPMS# 86872) by \$6.519 million in FY10 (\$2,086,000 STP/\$637,000 NHS) and FY11 (\$2,117,000 STU/\$1,679,000 STP).
- (2) **PA09-95**, PennDOT's request to amend the FY2009-2012 TIP for Pennsylvania by adding the US 13/9<sup>th</sup> Street/Morton Ave. Signals (DS1) (MPMS# 47990), and programming utility in FY10 (\$1,420,000 CMAQ) and construction in FY10 (\$1,845,000 CMAQ) and FY11 (\$2,155,000 CMAQ).

- (3) **PA09-96**, PennDOT's request to amend the FY2009-2012 TIP for Pennsylvania by adding a new project to the TIP, District 6 On-Demand Bridge Maintenance Contracts (MPMS# 89027, 89028, 89092), and programming construction in FY10 (\$8,700,000 Act 44) for three separate bridge maintenance contracts:

- (1) Joint Sealing 2010 (MPMS# 89027) - \$3,500,000 Act 44  
(2) Bridge On-Demand 2010 (MPMS #89028) - \$3,500,000 Act 44  
(3) Bridge Underpinning 2010 (MPMS# 89092) - \$1,700,000 Act 44

Commissioner Ellis-Marseglia, Bucks County, **abstained**.

3. **Authorization to Open a Public Comment Period for the Draft FY 2011-2014 Pennsylvania Transportation Improvement Program (TIP); and the Draft Conformity Finding of the FY 2010 New Jersey TIP and FY 2011 Pennsylvania TIP**

Sean Greene, DVRPC Senior Transportation Planner, Office of Long-Range Planning and Economic Coordination, explained to the Board that Federal law and planning regulations require the development of a Metropolitan Long Range Transportation Plan (Plan) and a Transportation Improvement Program (TIP) in order for the metropolitan region to be eligible to receive federal transportation funds. The creation of the Plan and TIP is to be done by the MPO in cooperation with the state and transit operators, and must provide opportunity for input and comment by the public.

Work began in September 2009 on the development of the FY 2011-2014 TIP for Pennsylvania. The Pennsylvania State Subcommittee of the PCC/RTC, under the direction of the DVRPC staff, has been working on a draft TIP that meet the requirements of the federal laws and regulations, including those concerning financial constraint, air quality, plan consistency, and environmental justice. DVRPC needs to adopt the FY 2011 Pennsylvania TIP no later than the July Board meeting so that the state can submit its 2011 Statewide Transportation Improvement Program (STIP) to the federal agencies for review and approval before the end of the federal fiscal year.

DVRPC has worked closely with the Transportation Conformity Interagency Consultation Group (TCICG) to insure that the region has addressed the set of regulations issued by US DOT and US EPA concerning the impact of the TIPs on air quality. The regulations prescribe specific emissions analyses and procedures to be performed, which DVRPC has employed under the guidance of the TCICG. The final conformity rule promulgated by US EPA (40 CFR 51 and 93) requires that the TIPs must not cause new air quality violations, worsen existing violations, or

delay timely attainment of federal standards. Unless it is determined that the TIPs “conform” to the Clean Air Act requirements and other applicable state air quality goals, as embodied in each of the state implementation plans, US DOT cannot fund, authorize, or otherwise approve transportation programs or projects.

The Draft FY 2011 Pennsylvania TIP and the draft conformity documents will be available for public review during May, 2010. Staff will review and respond to the comments received, and the PCC/RTC and RCC will prepare recommendations to the Board for adoption of the final FY 2011 Pennsylvania TIP and the conformity findings for the FY 2010 New Jersey and FY 2011 Pennsylvania TIPs in July, 2010.

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

**MOTION** by Ms. Aichele, seconded by Mr. Williams, that the Board authorize staff to open a minimum 30-day public comment period for the purpose of gathering public and agency comments on the Draft FY 2011-2014 Pennsylvania TIP and the Draft Conformity Determination of the FY 2010 New Jersey and FY 2011 Pennsylvania TIPs; to issue proper public notifications; to publish the draft documents of the FY 2011 Pennsylvania TIP and conformity findings on the Internet; to make copies available at certain public libraries; and to hold public meetings.

#### **4. Fiscal Year 2011 DVRPC Planning Work Program Projects**

John Coscia, Jr., DVRPC Manager, Office of Project Implementation, presented to the Board the following Work Program Projects.

##### **a. Burlington County Guide Rail Inventory Planning Initiative**

Burlington County, as part of their ongoing asset management program, will be implementing a Guide Rail Inventory component. The intent of the project is to develop a Guide Rail Inventory and Asset Management component which includes a database for all county owned National Bridge Inspection Standards (NBIS) bridges and their approaches on over 1000 directional miles of roads in Burlington County, New Jersey. The County intends to hire a consultant to develop the system and collect the inventory data. The work will include the evaluation of all existing guide rail locations, identifying those where the existing guide rail is damaged, deficient or not in compliance with current design standards. Furthermore the project will identify locations where new or additional guide rail may be warranted based on NJDOT and the American Association of State Highway and Transportation Officials (AASHTO) standards.

The estimated cost is \$798,500 funded via the TIP.

A Request for Proposal (RFP) will be distributed for bids for this project.

b. Gloucester County Guide Rail Inventory Planning Initiative

Gloucester County, as part of their ongoing asset management program, will be implementing a Guide Rail Inventory component. The intent of the project is to develop a Guide Rail Inventory and Asset Management component which includes a database for all county owned bridges and approaches on approximately 403 centerline miles of roads in Gloucester County, New Jersey. The resulting database will assist the county in evaluating, prioritizing, scheduling and implementing the maintenance, repairs and/or replacement activities of guide rail based on deficiencies. The county intends to hire a consultant to develop the system and collect the inventory data. The consultant will also train county staff on the use of the Guide Rail Management System and provide technical support. The consultant will conduct a needs assessment and develop a system design and report that will provide recommendations to the county on the various components of the management system.

The estimated cost is \$798,500 funded via the TIP.

A Request for Proposal (RFP) will be distributed for bids for this project.

Favorable recommendation was received from the PCC/RTC to approve adding the Burlington County and Gloucester County Guide Rail Inventory Planning Initiative projects to the FY 2011 DVRPC Planning Work Program.

The RCC also recommended approval, however, the RCC recommends that all counties that undertake guide rail inventories consider following the exemplary work of Gloucester County in exceeding state and the AASHTO standards for adding reflectors on guide rails.

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

**MOTION** by Ms. Thomas, seconded by Mr. Westergaard, that the Board approved the addition of both the Burlington County and Gloucester County Asset Management Planning Initiative - Guide rail Component Projects to the DVRPC FY 2011 Planning Work Program. Further the Board approved TIP Action NJ10-19, DVRPC's request to modify the FY2010-2013 TIP for New Jersey by drawing \$1.579 Million of STP-STU funds from DB #D026 Future Projects and transferring to the Metropolitan Planning Line Item (DB# X30A) and programming a Planning Study phase in FY10 for \$1.579 million to fund the FY2011 UPWP items.

**5. Appointment of Nominating Committee for Fiscal Year 2011 DVRPC Board Officers**

Barry Seymour, DVRPC Executive Director, announced that a nominating committee needs to be selected to appoint candidates for Fiscal Year 2011 (July 1, 2010 through June 30, 2011) DVRPC Board Officers. The recommended committee is as follows:

Louis J. Cappelli, Jr., Esq., Camden County  
David Mandelbaum, Pennsylvania Governor's Appointee  
Richard Westergaard, Gloucester County  
Joseph M. Hoeffel, Montgomery County

The committee will report the candidates at the May Board meeting and elections will take place at the June Board meeting.

On a **motion** by Mr. Pickett, seconded by Mr. Williams, the Board approved the recommended Nominating Committee as stated.

**6. Regional Citizens Committee (RCC) Report**

Aissia Richardson, RCC Chair, reported the activities from the RCC Meeting of April 13, 2010.

The RCC heard three presentations as follows: (1) Philip Lutz, Assistant Regional Manager, US Census Bureau, presented a briefing on the 2010 Census process; (2) Fred Stine, Citizen Action Coordinator, Delaware Riverkeeper Network, presented an overview of issues impacting the Delaware River; and (3) David Anderson, DVRPC Manager, Office of Corridor Planning, presented the Routes 611/263 Corridor Study.

In order for RCC members to learn more about specific DVRPC Work Program areas of interest, DVRPC staff will be invited on a continuing basis to provide an

overview of his/her particular Work Program area. This month, David Anderson provided an overview of the Office of Corridor Planning and Joseph Hacker presented an overview of the Office of Transit, Bicycle and Pedestrian Planning.

7. **Regional Infrastructure Improvement Zones (RIIZ) – Revisions and Status Update**

Mr. Seymour explained that the proposed Senate Bill to amend the IRS Code to provide federal tax deductions for contributions to designated RIIZ is nearing introduction by Senator Arlen Specter. In response to concerns raised by the Board in December 2009, revisions to the draft bill have been made.

Mr. Seymour then introduced Fred Abouselman, Executive Director, National Association of Regional Councils (NARC), Shannon Menard, NARC, and Mark Policinski, Executive Director, Ohio, Kentucky, Indiana Regional Council of Governments (OKI).

Mr. Abouselman commented on the importance of this legislation because of the funding crisis needs for infrastructure across the nation and requested the Board's endorsement for this Bill. Mr. Abouselman then introduced Mark Policinski.

Mr. Policinski presented an overview of the RIIZ Program. He explained that RIIZ are a very simple change to the federal tax code which would allow public-private partnerships a tax deduction to invest in all infrastructure to help fund and move projects forward. Local business or individuals would petition the MPO to set up a RIIZ for a particular project. The recommended project must be consistent with the regions' Long Range Plan and go through the same process, including public comment, as any other project. After review, the Board of the MPO can accept or reject the project.

The qualifications for applying for a RIIZ are quite broad. There are no limitations on designated areas or project scope. The benefits offer new funding options for infrastructure improvements and construction that are shelf-ready using local money.

Senator Specter is now ready to introduce the draft Bill to the Senate and Representative Davis from Kentucky will introduce the bill to the House of Representatives. Mr. Policinski then asked the Board to, along with the other RIIZ supporters (list distributed to the Board), to endorse the RIIZ concept and help the Bill pass.

Ronald Bailey, Chester County, reminded the Board that the MPO does not always have control over for-profit companies that can submit projects not included in a long range comprehensive plan such as water and sewer projects. This situation poses a concern.

Mr. Policinski commented that the for-profit company's projects would still have to be approved by the MPO and be consistent with the long range plan and the MPO has the option to reject.

Discussion ensued and it was the consensus of the Board that the RIIZ Program could be a helpful tool in gaining additional funding for infrastructure.

Mr. Seymour reiterated that, although this program is not mandated to the MPO, the RIIZ Program is a way to bring new funding for projects, and will keep the responsibility for selecting projects with the MPO.

Mr. Seymour then asked the Board for approval to write a letter of support to Senator Specter in favor of the Bill for the RIIZ Program.

Some Board members were skeptical of the Program, however, the consensus was to approve the letter of support to Senator Specter and continue discussions to establish policy for the RIIZ Program.

On a **motion** by Ms. Denworth, seconded by Mr. Pickett, that the Board authorize the Executive Director to send a letter to Senator Specter in support of the Bill for the RIIZ Program.

David Reiner, New Jersey Governor's Appointee, **abstained**.

Commissioner Diane Ellis-Marseglia, Bucks County, **opposed**.

## 8. **Executive Director's Report**

### a. **Pennsylvania Transportation Funding**

Mr. Seymour reported that the Federal Highway Administration (FHWA) recently ruled on prohibiting the tolling of I-80 in Pennsylvania, which was a key component for transportation funding for the state as part of legislation known as "Act 44".

Without the I-80 toll revenues, funding for roads and bridges will be cut by approximately \$300 million per year. As a result, the immediate impact on the transportation program is being examined. A draft list (distributed to the Board) prepared by SEPTA and PennDOT, District 6, depicts projects which could be cut if the Act 44 funding is not replaced. The SEPTA projects total over \$700 million and the PennDOT projects total over \$600 million. At a minimum these projects will be deferred and/or re-evaluated. Meetings are taking place to examine priority projects within the draft list.

Mr. Seymour also pointed out an article (distributed to the Board) entitled: *Geist Unveils Bold, New Legislative Plan to Meet Pennsylvania's Transportation Infrastructure Needs*. The article explains a package of legislative proposals designed to address Pennsylvania's transportation infrastructure funding crisis.

b. New Jersey Transportation Funding

Mr. Seymour reported that, as in Pennsylvania, the state of New Jersey is in a similar funding situation. The current New Jersey TIP is being extended and DVRPC has been requested not to prepare a new TIP. The state's annual funding for next year which was projected to be \$1.9 billion is now reduced to \$1.4 billion (25% decrease). County aide is being reduced by 24% and municipal aide is being reduced by 19%.

DVRPC will continue working to oversee that the highest priority projects move forward and will stay connected to any updates in legislature.

Thomas Wospil, New Jersey Department of Transportation (NJDOT) announced that NJDOT was recently informed by the FHWA that the balance of the Federal Fiscal Year funds is now available and projects can be advanced. Mr. Wospil also commented that the rescission money is also being returned to each state department.

c. Proposed Transportation Reauthorization Principles for Major Metros

Mr. Seymour called the Boards' attention to the *Proposed Transportation Reauthorization Principles for Major Metros* (distributed to the Board). Six principles were developed as a result of discussions among the 15 largest MPO's in the country. Mr. Seymour then read the six principles to the Board and requested the Boards' endorsement of these six principles.

Several concerns were raised by the Board as follows: (1) the use of a mode-neutral defined process; (2) small projects be in jeopardy of being eliminated; and (3) no mention of public transit.

Although no Board action is needed at this time, if approved, a letter of support will be written in the future. The general census of the Board was to discuss and refine the six principles and incorporate any revisions before endorsement. Mr. Seymour will keep the Board updated on this item.



d. Connections Plan Municipal Implementation

Mr. Seymour pointed out the booklet entitled: *Implementing Connections – A Guide for Municipalities* (distributed to the Board). This brochure gives local officials and citizens a concise description of the major planning tools and policies available to implement the key principles of the long range plan.

Mr. Seymour commented that other metropolitan areas have a formal structure whereby the local government endorses the plan. This kind of endorsement connects local governments to the regional plan and a signed resolution could become a condition for grant programs.

Several members of the Board expressed their reluctance to a signed resolution to endorse the regional plan. This would be a difficult challenge without more education on the entire process and concept of the long range plan.

e. Food System Plan Competitive Grants

Mr. Seymour reported that a Request for Proposal (RFP) has been distributed for the Food System Plan Competitive Grants. Five areas of particular interest for the proposals are: (1) business development; (2) farmland preservation; (3) public awareness; (4) natural resource protection; and (5) school solutions. There is \$500,000 available and grant requests are a maximum of \$150,000. The proposals are due to the review committee by May 21, 2010 and the recommended list of applicants will be presented to the Board for action in July, 2010.

f. DVRPC Annual Dinner

Mr. Seymour encouraged the Board to attend the DVRPC Annual Dinner scheduled for May 20, 2010.

g. Regional Student Forum

Approximately 40 student group representatives from area colleges met at DVRPC to discuss how they could connect and be aware of what each college is doing in the areas of planning, geography, and urban studies. DVRPC is discussing and developing a plan to help structure some type of program to keep these students advised of each college's activities.

h. APA National Conference

The APA National Conference was held on April 12 and 13, 2010 in New Orleans. DVRPC staff presented two posters; one on the Classic Towns Program and one on the Regional Food Systems Program.

Mr. Seymour announced that Richard Bickel, DVRPC Director, Planning Division, was inducted as a fellow of the American Institute of Certified Planners (AICP). Of 15,000 planners in the country, only 425 are recognized as fellows of AICP. Congratulations to Richard Bickel.

Mr. Bickel thanked Barry Seymour and Joanne Denworth for the letters of support which they submitted for this honor.

9. Committee Reports

a. Planning Coordinating Committee/Regional Transportation Committee

Donald Shanis, DVRPC Deputy Executive Director, commented that the PCC/RTC Committee actions were reported as stated in the Board actions above.

The PCC/RTC also had two presentations: (1) NJ Route 73 Corridor Study; and (2) Transportation Security Planning at DVRPC.

b. Regional Safety Task Force

John Ward, DVRPC Associate Director Planning Division, Intermodal Planning Unit, reported the highlights of the Regional Safety Task Force meeting held on April 1, 2010.

Mr. Ward reported that the 2009 traffic fatalities were the lowest on record since 1954. A 9% decrease in fatalities.

A panel of experts discussed efforts to reduce crashes caused by impaired and distracted driving. The panel consisted of Joe Ucciferro, Chairman of the Board of Directors, National Safety Council (NSC), Pam Fischer, New Jersey Division of Highway Traffic Safety; Bonnie Wiener, Mothers Against Drunk Driving (MADD), Southeast Pennsylvania; and Lt. Neil Brosnan, New Jersey State Police. Tracy Noble, AAA Mid-Atlantic New Jersey and Janna Tidwell, AAA Mid-Atlantic Pennsylvania and Delaware, each provided a brief update of Bills proposed to reduce impaired and distracted driving crashes.

c. Delaware Valley Goods Movement Task Force

Dr. Shanis reported on the activities of the Delaware Valley Goods Movement Task Force meeting held on April 14, 2010.

The Task Force heard presentations from John Matheussen, DRPA CEO and PATCO President, on *Keeping the Region Moving*; Marygrace Parker, I-95 Corridor Coalition and Hugh Louch of Cambridge Systematics on *The I-95 Corridor Coalition's Mid-Atlantic Rail Operations Study (MAROps), Phase II*; Dave Debusschere, Executive Vice President and CFO, *The Philadelphia Union Soccer Team*; and Dr. Thomas Wakeman, Stevens Institute of Technology, on *Regional Collaboration in Developing a National Freight Platform*.

**10. One Minute Reports**

John Pickett, Delaware County, announced that the First Suburbs Project Group is having a series of three public meetings. This group consists of a coalition of municipalities from Delaware County and Eastern Montgomery County and is concerned with issues of the first generation suburbs. The first meeting will be in Media on April 29, 2010, the second in Feasterville on May 26, 2010 and the third in Pottstown on June 10, 2010. A notice of these meetings will be forwarded to the Board.

Carol Aichele, Chester County, announced that Lynn Bush, Bucks County, has been appointed as County Clerk, Bucks County.

Linda Hayes, Delaware River Port Authority, reported that public meetings will be held as part of the Environmental Impact Study (EIS) process for the PATCO extension into Gloucester County. The meetings will be held on May 5, 2010 in Camden; and on May 11, 2010 at Rowan University.

James Mosca, Pennsylvania Department of Transportation, announced that in an effort to continue work to streamline the project development process, PennDOT will be hosting a *Linking Planning and NEPA* summit on April 27, 2010.

Thomas Wospil, NJDOT, reported that the Transportation Commissioner, James Simpson is, at the current time, attending the Senate Transportation Committee Hearings. Hopefully, as a result of these hearings, more information will be available on the development of the New Jersey TIP.

Aissia Richardson, Regional Citizens Committee Chair, announced that on June 5, 2010 a groundbreaking ceremony will be held for the Up Town Theater. Fifteen years in the making, the project has been made possible by municipal and private funding.

Keith Lynch, Federal Transit Administration (FTA), Region III, announced that he will be leaving FTA to join the Federal Highway Administration, Pennsylvania Division in Harrisburg.

Chair Cappelli announced that \$10 million of unused capital funds have been made available for emergency road improvements for Camden.

### **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) PCC/RTC Recommendations to the Board for April 22, 2010
- (2) RCC Recommendations to the Board for April 22, 2010

Additional Documents Distributed to the Board:

- (1) Alert, April 2010

DVRPC fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. DVRPC's website may be translated into Spanish, Russian, and Traditional Chinese online by visiting [www.dvrpc.org](http://www.dvrpc.org). Publications and other public documents can be made available in alternative languages or formats, if requested. For more information, please call (215) 238-2871.