

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

BOARD COMMITTEE

Minutes of Meeting of April 28, 2011

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

Membership Present

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

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

Representative

Joyce Paul
David Kuhn
James Mosca
David Reiner
(not represented)
Andrew Paris
Lynn Bush
Terence Farrell
Ronald Bailey
John Pickett
Joseph Hoeffel
Kenneth Klothen
Kenneth Hughes
Leah Arter
Carol Ann Thomas
Andrew Levecchia
Richard Westergaard
Donna Lewis
William Payne
Rina Cutler
(not represented)
(not represented)

Sandra Brillhart
Camille otto

(not represented)
(not represented)

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| U.S. Environmental Protection Agency, Region III | (not represented) |
| Federal Transit Administration, Region III | Byron Comati |
| Southeastern Pennsylvania Transportation Authority | (not represented) |
| New Jersey Transit Corporation | (not represented) |
| New Jersey Department of Environmental Protection | Kevin Gallagher |
| Pennsylvania Department of Environmental Protection | Barbara Holcomb |
| Delaware River Port Authority | (not represented) |
| Port Authority Transit Corporation | (not represented) |
| Pennsylvania Department of Community and Economic Development | (not represented) |
| New Jersey Office for Planning Advocacy | Katherine Meade |
| Regional Citizens Committee Chair | Aissia Richardson |

DVRPC Co-Counsel

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|-------------------------|-----------------|
| Pennsylvania Co-Counsel | Thomas Jennings |
| New Jersey Co-Counsel | Thomas Coleman |

DVRPC Staff: Barry J. Seymour, Donald Shanis, Richard Bickel, John Ward, Gastonia Anderson-Ogoe, Robert Graff, Matthew West, Michael Boyer, Candace Snyder, Phyllis Robinson Smith, and Jean McKinney.

Guests

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|---|-------------------------|
| Pennsylvania Department of Transportation | Linda Guarini (Dist. 6) |
| Cross County Connection TMA | William Ragozine |
| Delaware River Joint Toll Bridge Commission | Glenn Reibman |
| Urban Engineers | Richard Hill |
| Regional Citizens Committee Member | Jim Richardson |

Call to Order - Chair's Comments

Chair Joseph Hoeffel, called the meeting to order at 10:03 a.m.

Public Comments on Non-Agenda Items

No public comments were stated.

1. Minutes of Meeting of March 24, 2011

On a Motion by Mr. Kuhn, seconded by Mr. Mosca, the minutes of March 24, 2011 were approved as distributed.

2. Transportation improvement Program (TIP) Actions

Gastonia Anderson-Ogoe, Transportation Planner, Office of Capital Programs, presented to the Board the following TIP Actions:

a. NJ10-61: Benigno Boulevard, Leaf Avenue to Haag Avenue, Rehabilitation, Bellmawr (DB# D1113), Camden County

The Borough of Bellmawr has requested that DVRPC amend the FY2010-2013 TIP for New Jersey by adding a new project to the TIP, Benigno Boulevard, Leaf Avenue to Haag, Rehabilitation, Bellmawr (DB# D1113), and programming \$287,968 DEMO for construction in FY11. This project is being funded with a \$287,968 SAFETEA-LU federal earmark (FED ID# 2547/ NJ ID# 203).

Severe roadway deterioration requires immediate attention to the portion of Benigno Boulevard, which is located in the Bellmawr Industrial Park. This project is 1200 feet long and includes two inch milling and overlay of the roadway surface and base repair as needed; replacement of stream flow grates with bicycle safe gates, curbing and traffic stripes, and storm water improvements on Haag Avenue, from Leaf Station for approximately 250 feet.

Financial constraint will be maintained as this project uses \$287,968 in specially earmarked DEMO funds available from a SAFETEA-LU Earmark (FED ID# 2547/ NJ ID# 203).

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

b. NJ10-62: Haddon Avenue Transportation Enhancement Project (DB# 07366), Camden County

Berlin Township has requested that DVRPC amend the FY2010-2013 TIP for New Jersey by adding a project back into the TIP, Haddon Avenue Transportation Enhancement Project (DB# 07366), and programming final design (\$25,000 DEMO) and construction (\$188,000 DEMO) in FY11. This project is being funded with a \$212,766 SAFETEA-LU federal earmark (FED ID# 1386/NJ ID# 174). The project was programmed in the FY2009 TIP, but was not authorized in the allotted amount of time and therefore needs to be added back into the current FY2010 TIP.

This project provides for streetscape improvements along Haddon Avenue (CR 561) from Jefferson Avenue to Lucas Avenue. These improvements include sidewalk replacement, lighting, benches, bike racks, and trash receptacles.

Curb ramps will be constructed at all intersections along Haddon Avenue, with asphalt imprinted crosswalks.

Financial constraint will be maintained as this project uses \$212,766 in specially earmarked DEMO funds available from a SAFETEA-LU Earmark (FED ID #1386/NJ ID #174).

The TIP's current conformity finding will not be impacted by this amendment as this project is exempt from the regional 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. Levecchia, seconded by Mr. Kuhn, that the Board approve the following TIP Actions:

- (1) NJ10-61, the Borough of Bellmawr's request to amend the FY2010-2013 TIP for New Jersey by adding a new project to the TIP, Benigno Boulevard, Leaf Avenue to Haag Avenue, Rehabilitation, Bellmawr (DB# D1113), and programming \$287,968 DEMO for construction in FY11.
- (2) NJ10-62, Berlin Township's request to amend the FY2010-2013 TIP for New Jersey by adding a project back into the TIP, Haddon Avenue Transportation Enhancement Project (DB #07366), and programming final design (\$25,000 DEMO) and construction (\$188,000 DEMO) in FY11. This project is being funded with a \$212,766 SAFETEA-LU federal earmark (FED ID #1386/ NJ ID #174).

c. **NJ10-63a: Route 1 Business, Brunswick Circle to Texas Avenue (DB# 04316), Mercer County**

NJDOT has requested that DVRPC modify the FY2010-2013 TIP for New Jersey by deferring the construction phase of the project, Route 1 Business, Brunswick Circle to Texas Avenue (DB# 04316), from FY12 to Later Fiscal Years and increasing the phase by \$440,000 STP-TE. In addition, the FY10 design phase will be shifted to FY11, and the FY10 right of way phase will be shifted to FY12 and reduced by \$70,000 STP-TE. The project will be programmed as follows: design phase in FY11 (\$600,000 STP-TE), right of way phase in FY12 (\$30,000 STP-TE), and the construction phase in LFY (FY14) (\$4,540,000 STP-TE). This action is taking place as a result of updated schedule and costs estimates received from the project manager.

This local community redevelopment project on Route 1B in Lawrence Township will provide for a pedestrian friendly Urban Streetscape for business development, which includes enhancing the visual aesthetics along this corridor as well as improving vehicular and pedestrian circulation. Specific improvements include a reduction of the roadway cross section to provide 11-foot travel lanes, on-street parking along the northbound side of Route 1B, pedestrian “bulb-outs”, cross-walk enhancements, and a 16’ wide center median which can be planted with suitable low ground cover, flowers, etc. The project will be contained within current “curb to curb” dimensions for the entire length, except at the Whitehead Road intersection where a “modern roundabout” will replace the existing traffic signal. This project was initiated as a redevelopment study at the request of Lawrence Township.

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 the regional air quality analysis.

d. NJ10-63b: Route 1, Southbound, Nassau Park Boulevard to I-95, Safety Improvements (DB# 01330A), Mercer County

NJDOT has requested that DVRPC modify the FY2010-2013 TIP for New Jersey by increasing the design and right of way phase of, Route 1, Southbound, Nassau Park Boulevard to I-95, Safety Improvements by \$250,000 HSIP and \$2,500,000 HSIP, respectively. Additionally, shifting the FY10 design phase to FY11, shifting the FY11 right-of-way phase to FY12, and shifting the FY12 construction phase to LFY (FY15), and reducing by \$700,000 HSIP. As a result, programming for this project will be reflected as follows: design in FY11 (\$1,250,000); right of way in FY12 (\$3,500,000 HSIP), and construction in LFY (FY15) (\$9,700,000 HSIP). This action is taking place as a result of updated schedule and costs estimates received from the project manager.

This is a safety and operational improvement project which will provide improved acceleration lane onto Route 1 SB from the Quaker Bridge Mall ramp and an auxiliary lane on Route 1. This project will consist of shifting the existing Collector-Distributor (CD) road barrier curb resulting in three “express” lanes and one “local” CD Lane, plus a 10-foot shoulder from north of the Quaker Bridge Road interchange to the Quaker Bridge Mall overpass. The project will also close five driveways, providing alternate access through shared access agreements.

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 the regional air quality analysis.

e. NJ10-63c: Route 130, Crystal Lake Dam (DB# 02309), Burlington County

NJDOT has requested that DVRPC modify the FY2010-2013 TIP for New Jersey by adding a right of way phase for Route 130, Crystal Lake Dam (DB# 02309), and programming \$300,000 NHS in FY11. Additionally, shifting the FY12 construction phase to LFY (FY14), and reducing by \$232,000 NHS. As a result, programming for this project will be reflected as follows: design (\$400,000 NHS) and right of way (\$300,000 NHS) in FY11, and construction in LFY (FY14) (\$4,368,000 NHS). This action is taking place as a result of updated schedule and costs estimates received from the project manager.

Crystal Lake Dam carries US Rt. 130 over Springhill Brook and is classified as a "Significant Hazard" dam by the New Jersey Department of Environmental Protection-Bureau of Dam Safety and Flood Control. The dam does not conform to current NJ Dam Safety Standards. The purpose of the project is to bring it into conformance with those standards. This will include providing overtopping protection for a 100-year storm event, improvement to the spillway, construction of a new sluice gate and access, slope stabilization and regrading, clearing of vegetation on the embankment and re-vegetation compatible with the site to provide slope stabilization, construction of a new inlet, new guiderail and minor repairs to the existing culvert.

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 the regional air quality analysis.

f. NJ10-63d: Route 31, Pennington Circle Safety Improvements (DB# 159A), Mercer County

NJDOT has requested that DVRPC modify the FY2010-2013 TIP for New Jersey by deferring the right-of-way phase of Route 31, Pennington Circle Safety Improvements (DB #159A) from FY12 to LFY (FY14). Additionally, reducing the right-of-way phase by \$1,000,000 HSIP; shifting the FY11 design phase to FY12 and reducing by \$200,000 HSIP; shifting the LFY (FY14) construction phase to LFY (FY16) and reducing by \$6,900,000 HSIP. As a result, programming for this project will be reflected as follows: design in FY12 (\$800,000 HSIP); right of way in FY14 (\$1,000,000 HSIP), and construction in LFY (FY16) (\$3,600,000 HSIP). This action is taking place as a result of "right-

sizing” the project and updated schedule and costs estimates received from the project manager.

The project will address and begin to develop measures to improve safety at the Pennington Circle. Limits of the project will also include appropriate lengths of CR 546 and CR 640, which intersect the circle. The Pennington Circle is the site of frequent vehicle crashes, and is ranked 98th on the statewide list of top “High Crash Frequency and Severity” intersections. It is a significant safety concern for Hopewell Township officials and residents. The design phase will be ready to authorize in FY12.

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 the regional air quality analysis.

Favorable recommendation was received from the PCC/RTC and the RCC, that the Board approve TIP Actions NJ10-63a, NJ10-63b, NJ10-63c, and NJ10-63d.

The RCC recommended that the Board approve TIP Actions NJ10-63a, NJ10-63c, and NJ10-63d.

The RCC could not reach consensus on TIP Action NJ10-63b. There was a general lack of information, and RCC members felt that this was more of a capacity building project than a safety project. Also, RCC members questioned if NJDOT Complete Streets policy was utilized for the planning and design of the project.

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

MOTION by Ms. Paul, seconded by Mr. Levecchia, that the Board approve the following TIP Actions:

- (1) NJ10-63a, NJDOT’s request to modify the FY2010-2013 TIP for New Jersey by deferring the construction phase of the project, Route 1 Business, Brunswick Circle to Texas Avenue (DB# 04316), from FY12 to Later Fiscal Years and increasing the phase by \$440,000 STP-TE. In addition, the FY10 design phase will be shifted to FY11, and the FY10 right of way phase will be shifted to FY12 and reduced by \$70,000 STP-TE. The project will be programmed as follows: design phase in FY11 (\$600,000 STP-TE), right of way phase in FY12 (\$30,000 STP-TE), and the construction phase in LFY (FY14) (\$4,540,000 STP-TE).

- (2) NJ10-63b, NJDOT's request to modify the FY2010-2013 TIP for New Jersey by increasing the design and right of way phase of, Route 1, Southbound, Nassau Park Boulevard to I-95, Safety Improvements by \$250,000 HSIP and \$2,500,000 HSIP, respectively. Additionally, shifting the FY10 design phase to FY11, shifting the FY11 right of way phase to FY12, and shifting the FY12 construction phase to LFY (FY15), and reducing by \$700,000 HSIP. As a result, programming for this project will be reflected as follows: design in FY11 (\$1,250,000); right of way in FY12 (\$3,500,000 HSIP), and construction in LFY (FY15) (\$9,700,000 HSIP).
- (3) NJ10-63c, NJDOT's request to modify the FY2010-2013 TIP for New Jersey by adding a right of way phase for Route 130, Cyrstal Lake Dam (DB #02309), and programming \$300,000 NHS in FY11. Additionally, shifting the FY12 construction phase to LFY (FY14), and reducing by \$232,000 NHS. As a result, programming for this project will be reflected as follows: design (\$400,000 NHS) and right of way (\$300,000 NHS) in FY11, and construction in LFY (FY14) (\$4,368,000 NHS).
- (4) NJ10-63d, NJDOT's request to modify the FY2010-2013 TIP for New Jersey by deferring the right of way phase of Route 31, Pennington Circle Safety Improvements (DB# 159A) from FY12 to LFY (FY14). Additionally, reducing the right of way phase by \$1,000,000 HSIP; shifting the FY11 design phase to FY12 and reducing by \$200,000 HSIP; shifting the LFY (FY14) construction phase to LFY (FY16) and reducing by \$6,900,000 HSIP. As a result, programming for this project will be reflected as follows: design in FY12 (\$800,000 HSIP); right of way in FY14 (\$1,000,000 HSIP), and construction in LFY (FY16) (\$3,600,000 HSIP).

g. NJ10-64a: Route 33, Sidewalk Improvements, I-295 to George Dye Road (DB# 04302C1), Mercer County

NJDOT has requested that DVRPC amend the FY2010-2013 TIP for New Jersey by removing the FY11 design phase (\$1,100,000 STP), the FY12 right of way phase (\$2,000,000 STATE), and the FY14 construction phase (\$11,700,000 STATE) from Route 33, Sidewalk Improvements, I-295 to George Dye Road (DB# 04302C1); thereby, deleting the project from the TIP.

In January 2011, this project was recommended to be removed from the Study and Development program by the Capital Programming Committee (CPC) as a result of various project issues, including the need for a new drainage system, major utility work, and overall \$14.8 million cost being prohibitive. This project was intended to address intermittent sidewalks that currently exist.

Financial constraint will be maintained as this project is being deleted from the current FY2010 TIP and the TIP's current conformity finding will not be impacted by this amendment as this project is exempt from the regional air quality analysis.

h. NJ10-64b: Route 70, Kingston and Covered Bridge Roads, Intersection Improvements (DB# 252B3), Camden County

NJDOT has requested that DVRPC amend the FY2010-2013 TIP for New Jersey by removing the FY11 design phase (\$2,000,000 NHS), the FY12 right-of-way phase (\$3,000,000 STATE), and the FY14 construction phase (\$14,000,000 STATE) from Route 70, Kingston and Covered Bridge Roads, Intersection Improvements (DB# 252B3); thereby, deleting the project from the TIP.

In January 2011, this project was recommended to be removed from the Study and Development program by the Capital Programming Committee (CPC). The project did not rank on NJDOT's Congestion Ranking System, and there was a lack of support from Cherry Hill Township.

This project was intended to mitigate traffic congestion at multiple intersections within the project limits. However, it should be noted that various other improvements have been implemented recently within the corridor including a signal upgrade. A major \$20 million resurfacing project is planned for Route 70 as part of the FY2012 TIP update and ranks #1 on NJDOT's 2008 Pavement ranking list.

Financial constraint will be maintained as this project is being deleted from the current FY2010 TIP and the TIP's current conformity finding will not be impacted by this amendment as this project is exempt from the regional air quality analysis.

David Kuhn, New Jersey Department of Transportation (NJDOT), commented on the process for deleting projects from the TIP. Over the past few years NJDOT has been obtaining a more data driven management system approach to make sure the right kind of projects are moving forward. In lieu of a reduction in financial and human resources, an abundance of projects in the study and development program

have been examined to see which projects can be delivered and which projects rank strongest in state of good repair, safety, and congestion. These issues determine if a project warrants moving on to the next phase. A Screening Committee made up of technical experts, as well as the MPO, discuss when a project will be put forth for Board action for advancement, deletion or adding a new project. After review, a recommendation by the Screening Committee is made to the Capital Program Committee for a final decision.

With reference to the above TIP Action (NJ10-64b); this project was not ranked high and was, therefore, deleted.

Favorable recommendation was received from the PCC/RTC for the Board to approve TIP Actions NJ10-64a and NJ10-64b.

The RCC could not reach consensus on TIP Action NJ10-64a. RCC members were concerned that there was not enough information presented, and that there would not be an attempt to "right size" the project. It was also noted that road safety is not just car crashes, but also includes safety for all users of a roadway, including bicyclists and pedestrians.

The RCC recommended approval of TIP Action NJ10-64b.

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

MOTION by Mr. Levecchia, seconded by Mr. Kuhn, that the Board approve the following TIP Actions:

- (1) NJ10-64a, NJDOT's request to amend the FY2010-2013 TIP for New Jersey by removing the FY11 design phase (\$1,100,000 STP), the FY12 right of way phase (\$2,000,000 STATE), and the FY14 construction phase (\$11,700,000 STATE) from Route 33, Sidewalk Improvements, I-295 to George Dye Road (DB# 04302C1); thereby, deleting the project from the TIP.
- (2) NJ10-64b, NJDOT's request to amend the FY2010-2013 TIP for New Jersey by removing the FY11 design phase (\$2,000,000 NHS), the FY12 right of way phase (\$3,000,000 STATE), and the FY14 construction phase (\$14,000,000 STATE) from Route 70, Kingston and Covered Bridge Roads, Intersection Improvements (DB #252B3); thereby, deleting the project from the TIP.

3. Fiscal Year 2011 Planning Work Program Amendments

a. Profiles in Energy Efficiency for the EnergyWorks Program

Robert Graff, DVRPC Manager, Office of Energy and Climate Change Initiatives, explained to the Board that the EnergyWorks Program serves Bucks, Chester, Delaware, and Montgomery counties, as well as the City of Philadelphia. The program connects home and business owners with available rebates, tax credits and very low-interest loans for energy efficiency improvements. EnergyWorks is a program of the Metropolitan Caucus, a coalition of Commissioners and Council members from Bucks, Chester, Delaware, and Montgomery Counties and the Mayor of Philadelphia, and is funded by a grant from the US Department of Energy.

To promote EnergyWorks, DVRPC will develop four residential case studies and four commercial case studies that provide an easy to understand yet in-depth look at energy savings and other positive impacts of residential and commercial building energy efficiency improvements and retrofits. DVRPC will develop case studies in-house using an existing template, which was developed in coordination with the City of Philadelphia, the US EPA, and other stakeholders for the express purpose of creating standard building case studies in the DVRPC region. Basic steps involved in completing each case study include identifying appropriate case study candidates, collecting qualitative and quantitative data, developing project narrative, and conducting a simple financial analysis of cost-effectiveness. DVRPC will work with the City of Philadelphia, The Reinvestment Fund, and the Energy Coordinating Agency, who are directly administering the EnergyWorks Program, to identify case studies and complete a final review before publication.

The cost and source of funds is \$21,752 from the City of Philadelphia.

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

MOTION by Ms. Bush, seconded by Mr. Mosca, that the Board amend the DVRPC FY 2011 Planning Work Program to include the Profiles in Energy Efficiency for the EnergyWorks Program project.

b. Pottstown Metropolitan Regional Planning Committee (PMRPC) Regional Market Assessment and Fiscal Impact Study

Matthew West, DVRPC Senior Transportation Planner, office of Transportation Operations management, explained to the Board that this project consists of two parts: A market assessment and a fiscal impact study. The market assessment

of the PMRPC region will be used to determine the type and amount of residential and non-residential development that can be expected, attracted, and supported over the next 20 years. Although particular emphasis is expected to be placed on Pottstown and its vacant industrial sites and struggling urban core, the townships within the PMRPC region also need economic development that does not compete. The assessment will identify ways in which all municipalities within the PMRPC region can collaborate to attract new economic development to satisfy the financial needs of all municipalities.

The second part, a fiscal impact study, will employ at least two scenarios: one using the current zoning, and any additional scenarios using the findings of the market assessment. All development has economic costs; the fiscal impact study will assess those costs on municipal finances and on the transportation infrastructure both near- and long-term.

Municipal officials will use this information to develop land use policies, prepare budgets and plan for the future. The PMRPC municipalities will use this two-part study to develop sustainable development policies that not only encourage and promote economic growth, but are fiscally sound.

This project will be completed in coordination with the Tri-County Transportation Plan Implementation project from the FY11 and FY12 UPWP. DVRPC's work will focus on supporting the project's transportation analysis. The project will be managed by the staff of the Montgomery County Planning Commission.

The cost and source of funds for this program will be \$120,000 total. \$100,000 from Montgomery County and \$20,000 from Pottstown Metropolitan Regional Planning Committee. In addition, \$60,000 of DVRPC's Work Program activities for Tri-County will be joined with this effort.

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

MOTION by Mr. Levecchia, seconded by Ms. Cutler, that the Board amend the DVRPC FY 2011 Planning Work Program to include the Pottstown Metropolitan Regional Planning Committee (PMRPC) Regional Market Assessment and Fiscal Impact Study.

4. **Appointment of Nominating Committee for Fiscal Year 2012 DVRPC Board Officers**

Barry Seymour, DVRPC Executive Director, announced that a Nominating Committee needs to be selected to appoint candidates for Fiscal Year 2012 (July 1,

2010 through June 30, 2012) DVRPC Board Officers. The recommended committee is as follows:

Joseph M. Hoeffel, Montgomery County
David Kuhn, New Jersey Department of Transportation
Louis J. Cappelli, Camden County
Diane Ellis-Marseglia, Bucks County

On a **motion** by Commissioner Farrell, seconded by Mr. Levecchia, the Board unanimously approved the Nominating Committee for Fiscal Year 2012 DVRPC Board Officers as stated.

The Nominating Committee will report the candidates at the May Board Meeting and elections will take place at the June Board Meeting. At that time nominations will also be accepted from the floor.

5. One Minute Reports

Board Members and Alternates were invited to report activities within their counties/agencies.

Commissioner Joseph Hoeffel thanked Patty Elkis and Candace Snyder, DVRPC staff, for attending the Montgomery County Commissioners meeting to present the Economic Value of Open Space. Also, the same presentation was given at a public meeting at Franklin Commons in Phoenixville on March 29, 2011.

Camille Otto, Federal Highway Administration, Pennsylvania Division, pointed out the final report of the joint FHWA/FTA Certification review of the Philadelphia metropolitan area planning process (distributed to the Board).

Sandra Brillhart, Federal Highway Administration, New Jersey Division, reported that the NJDOT Complete Streets Program ranked number one in the nation. Also, FHWA is sponsoring a series of Livability Workshops.

Andrew Paris, Pennsylvania Governor's Policy Office, reported that Governor Corbett has recently convened the first meeting of the Transportation Funding Advisory Commission. The objective of the Commission is to identify options for funding to bridge the gap between what is needed for transportation infrastructure and what is available to spend. A report on those discussions is due on August 1, 2011.

James Mosca, PennDOT, reported that the Financial Guidance Work Groups to develop the federal and state funding formulas for the 2013 update has begun.

David Kuhn, NJDOT, commented that assembly and senate budget hearings were attended by the Commissioner of Transportation and negotiations continue.

William Payne, City of Chester, reported that the U.S. Department of Housing and Urban Development (HUD) is in the process of assessing small communities and how to deal with problems. Cleveland State University was selected to identify approximately 168 cities throughout the country and six were chosen. The City of Chester was one of those selected. A team of professors visited Chester to examine problems and existing conditions. Hopefully, some recommendations will be given for improvements to the City of Chester.

Rina Cutler, City of Philadelphia, reported that a ribbon cutting ceremony was held this week for the Mural Program at the Philadelphia International Airport entitled: *How Philly Moves*. It is believed to be the largest mural in the United States. The project should be completed by the end of August. The murals can be seen on the parking garage at the airport.

Carol Thomas, Burlington County, reported that the new Burlington County map is available. Copies were made available for the Board.

Commissioner Terence Farrell, Chester County, reported that Carol Aichele has been confirmed by the Senate to become the Pennsylvania Secretary of the Commonwealth. Commissioner Farrell also reported that a groundbreaking ceremony was held for the Route 202, Section 300.

Lynn Bush, Bucks County, reported that the county is nearing the end of their Comprehensive Plan update. Ms. Bush also mentioned the FEMA Flood Plain Map. Bucks County has developed an interactive online GIS map for the Flood Plains.

Donald Shanis, DVRPC Deputy Executive Director, reported that James Ritzman has been appointed Acting Deputy Secretary for Aviation and Freight.

6. Regional Transportation Funding Issues, Options and Impacts

Michael Boyer, Manager, Office of Long Range Planning and Economic Coordination presented to the Board the transportation funding outlook on the federal, state and local level.

At the federal level, SAFETEA-LU expired on September 30, 2009 and since that time there have been seven continuing resolutions passed, however, a long time funding commitment has not occurred for transportation funding. The Transportation Trust Fund has needed \$35 billion in general funds to remain solvent. Over the next six years it is projected that the trust fund revenue will be

\$230 billion. A number of proposals have been submitted for transportation bill approval. The Obama administration has proposed a six year, \$556 billion bill; the Senate Finance Committee has proposed a two year, \$84 billion bill; the House Budget Committee has proposed a six year, \$243 billion bill; and the House Transportation and Infrastructure is proposing a bill in May, 2011.

In Pennsylvania, FHWA has rejected Act 44 I-80 tolling. A Transportation Funding Advisory Commission appointed by the Governor has been formed to develop a comprehensive, strategic proposal for addressing the transportation funding needs of Pennsylvania. A target of \$2.5 billion of additional revenue has been set. No gas tax increase or leasing of the Pennsylvania Turnpike will be considered. Other revenue options are on the table and two items in particular; tolling and local funding, were examined. A report on these options should be complete by August, 2011.

In New Jersey, all \$900 million in annual gas tax revenue will be required to pay interest on the outstanding debt. Governor Christie's proposed five year \$8 billion transportation budget is still in process and will go to the New Jersey legislature for approval when complete.

Mr. Boyer then presented several graphs on construction costs from 2003 to 2010; the estimated revenue for highway and transit; local transit funding; road and bridge conditions for Pennsylvania and New Jersey; and transportation infrastructure needs assessment.

In conclusion, Mr. Boyer discussed some strategies for closing the funding gap including the following options: bonds, tolling, taxes or user fees, public/private partnerships and ensure projects are right-sized and meet the goals of the DVRPC *Connections* Plan. DVRPC hopes to continue working with the proposed tasks of investment impact analysis; identifying priority investments; and creating partnerships and educational campaigns.

Aissia Richardson, RCC Chair, asked about the status of the proposal for the Regional Infrastructure Improvement Zones.

Richard Bickel, DVRPC Director, Planning Division, responded that a sponsor is being sought to reintroduce the bill into the legislature.

Mr. Seymour commented on the Route 422 project status. DVRPC will be reaching out to the Governor's Transportation Funding Advisory Commission with the Route 422 tolling concept. Hopefully, this concept could be a model to use elsewhere in the State whereby a local authority operates a corridor on a toll basis which could not only provide necessary improvements for the road but could help with transit improvements as well.

Discussion ensued and board members voiced their concerns.

Mr. Levecchia commented that the public needs to be more informed as to what they have and what they get from the revenue funding transit and transportation infrastructure. Education is needed to inform the public of what their taxes and user fees pay for and how long they are needed. Most projects need maintenance and rebuilding and these funds are needed for those purposes and on a continuing basis.

Ms. Cutler commented that she has concerns about the recommendations that may come about after another study for transportation funding options. Clearly, tolling is predestined and she believes that if brought to a vote by the DVRPC Board, it would not be positive. The most prominent option is to raise the gas tax. Ms. Cutler also commented that striving for other funding options lets the federal government "off the hook." It is shameful that the situation has been allowed to get to this point and that it has been accepted by the states and local governments. Ms. Cutler suspects that no new recommendations for infrastructure funding will be offered from the funding task forces.

Commissioner Hoeffel is optimistic and commented that his sense of the Governor's Transportation Funding Advisory Commission is that the administration does want to acquire additional revenue sources.

Mr. Seymour agreed that a gas tax would be the most advantageous option, however, at the Congressional Listening Session on March 25, it was plainly stated that there would not be an increase in the gas tax. With that in mind, we should think about the things we can control and couple that with more of a Board advocacy at the state and federal level.

Mr. Boyer stated that the local funding will not resolve this issue. It is only one component incorporated along with a combination of local and state assistance.

7. Executive Director's Report

a. Congressional Listening Session

Mr. Seymour reported that he attended the Congressional Listening Session on March 25. Congressmen Mica, Meehan, Shuster, and State Senator Rafferty were in attendance.

b. New Jersey Office for Planning Advocacy

Mr. Seymour reported that there is no longer a New Jersey Office of Smart Growth or Office of State Planning. It is now known as the New Jersey Office

for Planning Advocacy. The new office will focus on supporting economic development.

Katherine Meade, New Jersey Office for Planning Advocacy, commented that a series of meetings are scheduled to discuss and get feedback for the new office.

c. Lansdale-Quakertown Corridor Study

Mr. Seymour reported that the Lansdale-Quakertown Corridor Study will look at alternatives to extend service into Bucks County. A public meeting was held on April 26, 2011. Five alternatives were considered. The preferred alternative at this time is an eight mile extension to Penridge.

d. Economy League World Class Scenarios

Mr. Seymour reported that the Economy League is examining global forces which could affect the region such as changing energy prices; changing global leadership, etc. and how we prepare for the different scenarios.

e. Regional Incident Management Conference

Mr. Seymour reported that on May 10, 2011 at Citizens Bank Park, Congressman Andrews and Philadelphia Fire Commissioner Ayers will be in attendance. At the conference local and national expert will provide training sessions for first responders throughout the region.

f. Board Policy Analysis Committee

Mr. Seymour reported that a Board Policy Analysis Committee Meeting is scheduled for May 5, 2011. The agenda will include: regional housing issues, Route 422 Corridor Tolling and Transit Study; community livability and transportation investments; and an update on the Regional Citizens Committee activities.

g. Pennsylvania Transportation funding Advisory Commission

Mr. Seymour reported that the Pennsylvania Transportation Funding Advisory Commission's first meeting was held on April 25, 2011 and the next meeting is scheduled for May 16, 2011. DVRPC is on the agenda to present the Route 422 project.

h. Proposal for PENNVEST Grant

Mr. Seymour reported that a proposal for a PENNVEST grant with Pennsylvania Horticultural Society (PHS) for tree planting in Bucks, Chester, Delaware, and Montgomery counties will be submitted by DVRPC on behalf of PHS. DVRPC will work with the counties to identify the planting locations.

i. Federal Certification Review

Mr. Seymour pointed out the summary of the Federal Certification Review (distributed to the Board). A very supportive and complimentary report was received with one recommendation for PennDOT to provide Disadvantaged Business Enterprises (DBE) training to the DVRPC staff.

j. Electronic Voting Procedures

Mr. Seymour reported that some concern arose about the electronic voting taken in January due to a winter storm. Two action items deemed necessary to move forward were voted on electronically by a quorum of the Board. DVRPC co-counsel agreed that this type of voting procedure is not explicitly defined in the DVRPC Bylaws. A resolution could be adopted to the Bylaws to include electronic voting only for necessary action items in case of a meeting cancellation. Since the meetings are public, these items would be posted on the DVRPC website allowing for public comment. These action items would also be reaffirmed at the next regularly scheduled Board meeting.

David Reiner, New Jersey Governor's Office, was concerned that this solution does not allow the public to observe the actions taken at a Board meeting. Mr. Reiner also suggested that this could be done on a conference call.

Further investigation of voting options for Board Meeting cancellations will be explored.

k. Paper Reduction Options

Mr. Seymour reported that a survey will be distributed to the Board via email with reference to reducing paper. The Board was requested to complete the survey and email back to DVRPC.

8. Regional Citizens Committee (RCC) Report

Aissia Richardson, RCC Chair, reported the activities from the RCC Meeting of April 19, 2011.

Henry Droughter, Civil Rights Specialist, Federal Highway Administration, presented information related to the Title VI and Environmental Justice, and how federal statutes inform DVRPC's regional planning process.

A presentation was also given by Ellis Kim, DVRPC Transportation Engineer, Office of Corridor Planning, on the first phase of a parking study currently underway in Camden, New Jersey.

Ms. Richardson also mentioned that the RCC has been conducting additional outreach programs to broaden the diversity of the RCC. Ms. Richardson will give a more thorough report at the Board Policy Analysis Meeting on May 5, 2011.

9. Committee Reports

a. Planning Coordinating Committee/Regional Transportation Committee

Dr. Shanis reported the activities of the PCC/RTC meeting of April 5, 2011. Two presentations were given: (1) An Analysis of the Regional Mobility Alternatives Program (MAP); and (2) City of Philadelphia Traffic Operations Center.

b. Delaware Valley Goods Movement Task Force

Dr. Shanis reported the activities of the DVGMTF meeting of April 13, 2011. A great presentation was made Joseph Bryan who leads the Halcrow Freight and Logistics Practice in North America. Mr. Bryan coverall a number of developments in metropolitan freight planning and how to follow freight flow.

OLD BUSINESS

No old business was stated.

NEW BUSINESS

No new business was stated.

There being no further business, the meeting was adjourned at 12:00 p.m.

Attachments:

- (1) PCC/RTC Recommendations for April 28, 2011
- (2) RCC Recommendations for April 28, 2011

Additional Documents Distributed to the Board:

- (1) Alert, April 2011

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. Publications and other public documents can be made available in alternative languages or formats, if requested. For more information, please call (215) 238-2871.