

DVRPC ANNOUNCES NEW LEADERSHIP

After more than a quarter of a century under the leadership of John J. Coscia, DVRPC has appointed **Barry Seymour** to serve as its new Executive Director. At its April meeting, the Board confirmed Mr. Seymour who became the fourth Executive Director in DVRPC's 41-year history.

Mr. Seymour previously acted as Assistant Executive Director for Regional Planning at DVRPC, where he was responsible for a wide variety of strategic land use, transportation, economic development, housing, growth management and environmental policy plans, programs, and technical studies, including DVRPC's long range planning efforts.

Mr. Seymour notes, "I am both honored and humbled to assume the reins of leadership from John Coscia. The spirit and practice of regional cooperation has never been stronger at DVRPC, and I look forward to working with the Board members, our partners and our staff to address the challenges facing the Delaware Valley into the future."

"I look forward to working with the Board members, our partners and our staff to address the challenges facing the Delaware Valley into the future."

—BARRY SEYMOUR, DVRPC EXECUTIVE DIRECTOR

Dr. Donald Shanis, former Assistant Executive Director for Transportation Planning, was named Deputy Executive Director. Dr. Shanis stated, "It is a pleasure and a challenge to help make the greater



Barry Seymour, DVRPC Executive Director

Philadelphia/Camden/Trenton metropolitan area a world class region. In the changing world it is important that we work together to build an economy and quality of life that is competitive at the highest level."

With DVRPC's future and continuing success in mind, Mr. Seymour reorganized the staff to create two new divisions: Technical Services and Planning. The new Technical Services Division is led by **Charles Dougherty**, former Associate Director of the Transportation Division. This division includes the Systems



Dr. Donald Shanis, Deputy Executive Director.

Planning subdivision, headed by Dr. Thabet Zakaria, Deputy Director. Also part of the Technical Services division are:

- Graphics and Reproduction
- Information Technology
- GIS Systems
- Capital Programs

(story cont. on page 2)

SUMMER 2006 ISSUE:

- | | |
|--|---|
| ▼ DVRPC Board Elects New Officers | 2 |
| ▼ DVRPC Funds \$5.1 Billion In Highway And Transit Improvements | 3 |
| ▼ DVRPC Helps Region To Think Globally | 4 |
| ▼ DVRPC Projects Will Improve Quality Of Life For Region's Residents | 5 |
| ▼ Help Us Stay In Contact With You! | 5 |
| ▼ DVRPC Stresses Transportation Needs To State Officials | 6 |
| ▼ New Aerial Imagery Highlights Changes In The Region | 7 |
| ▼ Older Suburbs Conference A Success | 8 |



DVRPC BOARD ELECTS NEW OFFICERS FOR FY 2007

• NEW LEADERSHIP... (cont. from pg. 1) •

The Planning Division is led by Director **Richard Bickel**, AICP, former Deputy Director of the Regional Planning Division. This division is broken down into Intermodal Planning and Comprehensive Planning. The Intermodal Planning subdivision has several transportation-related departments including:

- Transportation Studies
- Transit, Bicycles, and Pedestrian Planning
- Aviation
- Freight
- Transportation Operations Management
- Travel Monitoring

Comprehensive Planning comprises planning-related departments including:

- Environmental Planning;
- Long Range Planning and Congestion Management;
- Safety and Corridor Planning; and
- Regional Planning.

The offices of Public Affairs, Human Resources, and Administration answer directly to Mr. Seymour. For more information about the Commission, visit www.dvrpc.org.

A leader takes people where they want to go. A great leader takes people where they don't necessarily want to go, but where they ought to be.

DVRPC prides itself on selecting great leaders. It shows in the ranks of our Board and the officers who are elected to guide us in the days and years to come. We are, therefore, pleased to announce that **Joanne R. Denworth**, Senior Policy Manager for the Pennsylvania Governor's Policy Office, has been elected Chair of the DVRPC Board and Executive Committee for Fiscal Year 2007. The Board also elected Burlington County representative **Jerald R. Cureton** as Vice-Chair, Gloucester County Planning Director **Charles Romick** as Secretary; and Chester County Commissioner **Carol Aichele** as Treasurer. Their terms began on July 1, 2006 and will continue through June, 2007. Here are the credentials they bring to the table.

Joanne R. Denworth served as DVRPC Board Vice-Chair in FY 2006. As Senior Policy Manager within Governor Rendell's Policy Office, she is responsible for policy issues in state agencies relating to transportation, land use, water and sewer infrastructure and energy. Ms. Denworth is also a land use and environmental lawyer, and has authored numerous articles and handbooks on issues surrounding growth management and land use planning.

Jerald R. Cureton is a founding partner and President of Cureton Caplan, P.C., where he specializes in commercial litigation and chairs the firm's employment law department. He is a graduate of Temple University and the Marshall-Wythe School of Law at the College of William and Mary. Mr. Cureton is a member of the New Jersey, Pennsylvania, Florida and American Bar Association, as well as the Burlington County and Camden County Bar Associations. He served as Treasurer of DVRPC's Board in FY 2005.

Charles E. Romick brings 35 years of County planning experience to the table, and has been the Planning Director of the Gloucester County Planning Division since 1995.



ABOVE **Joanne Denworth**, Board Chair

Mr. Romick is a licensed NJ Professional Planner and a member of the American Institute of Certified Planners. He holds positions in other associations including Past President of the NJ County Planners Associates; member and former Executive Committee member of the NJ Chapter of the American Planning Association; and a former Vice Chairman of the Pitman Planning Board. Mr. Romick received his Bachelor of Arts degree in Geography and Urban/Regional Planning from Indiana University of Pennsylvania, and resides in Pitman, NJ.

Carol Aichele is the Chair of the Board of Commissioners in Chester County and was elected in November, 2003. Ms. Aichele is a member of several boards, including the Salary Board, the Prison Board, and the Juvenile Home Board. She currently chairs the Retirement Board, which manages a \$210 million pension fund. Prior to being Commissioner, Ms. Aichele was the first woman Controller in Chester County. She is active in both public and private school education, serving as immediate past president of the Pennsylvania Association of Councils of Trustees, immediate past chair of the Council of Trustees of West Chester University of Pennsylvania, and a member of the Board of Directors of the Delaware Valley Friends School.

"DVRPC welcomes the leadership and personalities this fine team brings to the Board, and I look forward to working with them over the next year," said Barry Seymour, Executive Director.

DVRPC FUNDS \$5.1 BILLION IN HIGHWAY AND TRANSIT IMPROVEMENTS

At its June meeting, the DVRPC Board authorized \$5.1 billion in funding for major highway and public transit investments in Pennsylvania and New Jersey when it adopted the **Transportation Improvement Program (TIP)** for Fiscal Year 2007-2010. What does this mean for the region? It signifies a continued commitment to target safety, rehabilitation and congestion concerns on the region's transportation network while trying to contain growth and sustain the environment.

Every other year DVRPC develops a TIP that covers both state portions of the region (the New Jersey portion is done every year). Work began in September, 2005 on the development of the FY2007-2010 TIP for each state, which meets the requirements of the federal laws and regulations, including those concerning financial constraint, air quality and public participation.

The FY2007-2010 TIP for the NJ portion of the region contains over 140 projects worth \$1.8 billion, including \$833 million for projects primarily addressing the highway system and \$954 million for transit projects for DRPA/PATCO and NJTRANSIT.

The TIP for the PA portion of the region contains nearly 500 projects worth \$3.3 billion, including over \$1.6 billion for projects primarily addressing the highway system and nearly \$1.7 billion for transit projects for SEPTA, Pottstown Urban Transit and the state's Keystone Service.

The projects in the TIP represent the region's transportation priorities. The TIP lists all projects that intend to use federal funds, along with all state funded projects.



The list is multi-modal, and includes highway, transit, bicycle, pedestrian and freight-related projects.

In an effort to invite extensive public involvement, DVRPC opened a 30-day public comment period that ended on June 4, and held a meeting to give the public the opportunity to post questions about the process and the projects. TIP documents were distributed to many local libraries and made available on DVRPC's website, www.dvrpc.org. Individuals and organizations were also able to provide written comments on the TIP via regular mail, e-mail, and fax. Comments were received from individuals, member counties, operating agencies and the Regional Citizens Committee of DVRPC.

“The TIP lists all projects that intend to use federal funds, along with all state funded projects. The list is multi-modal, and includes high-way, transit, bicycle, pedestrian and freight-related projects.”

In addition to the TIP, the DVRPC Board adopted the Conformity Finding of the FY 2007 TIPs and the *Destination 2030 Long Range Plan*. This conformity process ensures that plans and programs receiving federal funding are consistent with national, state and regional air quality goals.

PA TIP PROJECT HIGHLIGHTS

Bucks County

Lawn Avenue Curb, Sidewalk, and Roadway Reconstruction (\$10,000,000)

US 202 Parkway, Pickertown Road to PA 611 (\$45,000,000)

Chester County

US 202, US 30 to N. Valley Road Over/Underpass Reconstruction

(\$10,000,000 in FY07 TIP, \$20 million total cost)

Rehabilitation of PA 113, Gay Street “High” Bridge over French Creek and Railroad (\$15 million)

Delaware County

US 322, US 1 to Featherbed Lane Reconstruction (\$6,000,000 in FY07 TIP, \$45 million total cost)

Elwyn to Wawa Rail Improvements

(\$31,000,000 in FY07 TIP, \$50 million total cost)

Railroad/Highway Grade Crossings (\$12,000,000)

Montgomery County

Chester County Trail Extension (\$4,500,000)

PA 309 Reconstruction

(\$75,000,000 in FY07 TIP, \$350 million total cost)

SEPTA Rail Stations and Parking Program:

Norristown, Glenside, and Jenkintown Parking Facilities (\$20,000,000 in FY07 TIP, \$65 million total cost)

Philadelphia County

I-95 Leveck Street to Bleigh Avenue

(\$90,000,000 in FY07 TIP, \$110 million total cost)

Tidal Schuylkill River Greenway & Trail (\$2,000,000)

Broad Street Subway Station Improvements (\$30,000,000)

NEW JERSEY TIP HIGHLIGHTS

Burlington County

Burlington County Computerized Signal System, Phase V (\$2,500,000)

Route 73/70 Marlton Circle Elimination (\$40,000,000)

Camden County

Route 295/42/I-76, Direct Connection (\$8,000,000 for Feasibility Assessment, total cost estimate \$250-450 million)

DRPA Purchase/Rebuild PATCO Cars

(\$62,000,000; total cost estimated at \$150-300 million)

Camden County Reflective Pavement Markings

(\$500,000 every other year)

Gloucester County

Route 295 Reconstruction, Gloucester/Camden

Rehabilitation, Route 45 to Berlin Haddonfield Road (\$50,000,000)

Gloucester County Reflective Pavement Markings

(\$500,000 every other year)

Mercer County

Route 95, Reed Road Wetland Mitigation Site (\$1,500,000)

Route 95, vicinity of Route 29 to Route 1, Resurfacing (\$17,000,000)

Other Rail Station/Terminal Improvement for Trenton Station (\$20,000,000; total cost estimated at \$74 million)



DVRPC HELPS REGION TO THINK GLOBALLY

Harmony between the economy and our environmental resources is a goal that has long been sought by policy-makers, educators, and environmental advocates. A sustainable economy calls for the value of our ecosystems to be considered as significantly as other conventional measures of economic performance.

As a step in that direction, DVRPC has published *A Post-Global Economic Development Strategy to Energize our Economy and Secure Our Future*. As the primary long-term planning agency for the region, DVRPC is helping the region to think globally by understanding these trends and providing a plan for effectively dealing with them.

In an era of increasing oil prices, now is the time to consider a changing energy structure. The report recom-

mends five action steps to grow our economy while moving the region toward a successful post-global future. They are:

1. FOSTER ECO-INDUSTRY CLUSTER

The eco-economy has many options for new growth industries such as wind generation, hydrogen fuel cells, and solar energy. Other areas that could grow in the Eco-Economy include brown fields remediation, adaptive reuse, green architecture, watershed or stream restoration and historic preservation. Retrofitting modes of transportation is also a huge job-generating engine.



RIGHT Low-input agriculture protects open space in the region, like the farm pictured here in Philadelphia County (courtesy of Greensgrow Farms).



Green buildings, like the one above in Delaware County, produce some of their own energy, helping the region become more sustainable. (courtesy of Cusano Center and USFWS).



Windmills are an example of alternative energy, as seen here in Pennsylvania (courtesy of Dr. Andrew Mong).

2. PROMOTE LOCATION EFFICIENCY

DVRPC encourages economic development through smart growth, transit-oriented development, and green buildings. *Destination 2030: The Long-Range Plan* recognizes the diverse character of our region's communities, but also advocates for a more efficient and sustainable pattern of regional growth.

3. INVEST IN THE ENVIRONMENT

The Commission promotes the redirection of a significant share of growth back into our region's older towns and centers. Protecting open space and minimizing sprawl is an important part of DVRPC's vision for growth in the region. Thirty percent of the Delaware Valley is made up of agricultural land. Promoting local and "low-input" agricultural businesses, as well as biofuels production, are unique ways to generate jobs and protect open space in the region.

4. BECOME A MODEL REGION

This is achievable by combining action steps 1, 2, and 3 in our many regional centers, with the Delaware Valley as a "model sustainable region." Transit and other smart transportation investments will connect dense areas of mixed-use development in established centers. These centers will produce some of their own energy and will be built and employ green technologies from emerging green industries.

5. ECO-BRAND THE DELAWARE VALLEY

DVRPC believes the eco-economy could be the "brand" of the Delaware Valley. The campaign to eco-brand Greater Philadelphia must define who we are and the challenges we will face, and make the region attractive to the outside world.

These five steps provide just the basic framework. As the next step, economic development strategists within the region should work together to begin formulating specific plans. For more information on this report, contact **Kevin Adams** at **215-238-2826**.



DVRPC PROJECTS WILL IMPROVE QUALITY OF LIFE FOR REGION'S RESIDENTS

Historic renovation of train stations, landscaping and beautification projects, better street lighting and pedestrian crossings ... what do these have in common? They are projects that have received funding from DVRPC's *Transportation Enhancements*, *Hometown Streets and Safe Routes to School Programs*, and they improve the quality of life of citizens throughout the Pennsylvania portion of the Delaware Valley.

"The character and quality of life of communities throughout the Delaware Valley will be enhanced through these grants."

—BARRY SEYMOUR, DVRPC EXECUTIVE DIRECTOR

The DVRPC Board recently approved a list of 33 projects that are funded through the Federal Highway Administration and PennDOT. The programs will improve surface transportation and revitalize "downtown" areas. *The Home Town Streets* program includes a variety of streetscape improvements such as new sidewalks, planters, benches, street lighting, pedestrian crossings, and other visual elements. *The Safe Routes to School* program includes physical improvements to promote safe walking and biking passages to local schools. Projects include crosswalks, bike lanes, curb extensions, and traffic diversion improvements.

While PENNDOT allocated \$17 million in funds for these programs in the DVRPC region, an additional \$13 million in statewide discretionary funds was also made available. Two million dollars in Federal Transit Administration funds will be used for transit projects as well.

After a regional competition, which ended in September, 2005, applications



The Schuylkill Navigation Lock in Upper Providence Township, Montgomery County, is a Transportation Enhancement project which was recently completed. Restoration of the 1846 canal included removing fill at one end, replacing it with a historically accurate truss bridge, installing mitre gates at both ends, and reproducing the original toll house. The Locktender's House will also be restored as a community and visitor's center.

were reviewed and scored based on criteria established by a selection committee. PENNDOT approved the entire list of 28 new regional projects submitted by DVRPC. PENNDOT also approved two of the recommended projects for discretionary funding. Additionally, three projects were selected by the State Transportation Commission.

"The character and quality of life of communities throughout the Delaware Valley will be enhanced through these grants," said Barry Seymour, DVRPC Executive Director. "Transportation investments are community development investments, and these projects will serve to improve mobility and safety for bicyclists, pedestrians and most importantly, schoolchildren, while also improving the climate for economic development."

Projects will span Bucks, Chester, Delaware, Montgomery, and Philadelphia counties. A complete list of projects is available online at www.dvrpc.org.

Help Us Stay In Contact With You!



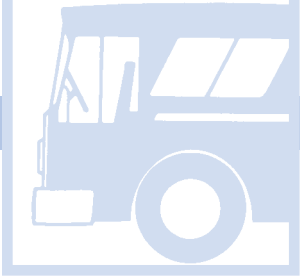
DVRPC is creating a comprehensive database of e-mail addresses for use in future communications.

If you would like to receive DVRPC news and updates via e-mail in the future, send your address to

Elise Denmon, Communications

Specialist, at edenmon@dvrpc.org.





DVRPC STRESSES TRANSPORTATION NEEDS TO STATE OFFICIALS

In mid-May, the *Pennsylvania Transportation Funding and Reform Commission (TFRC)* convened at DVRPC where they discussed our transportation system, and heard ideas for possible solutions.

The TFRC welcomed testimonies from regional leaders during a public comment portion of the meeting.

Dr. Donald Shanis, Deputy Executive Director, provided testimony on behalf of DVRPC and its member agencies. He defined the challenges our region's transportation system will face in the future, and gave insight into possible solutions.

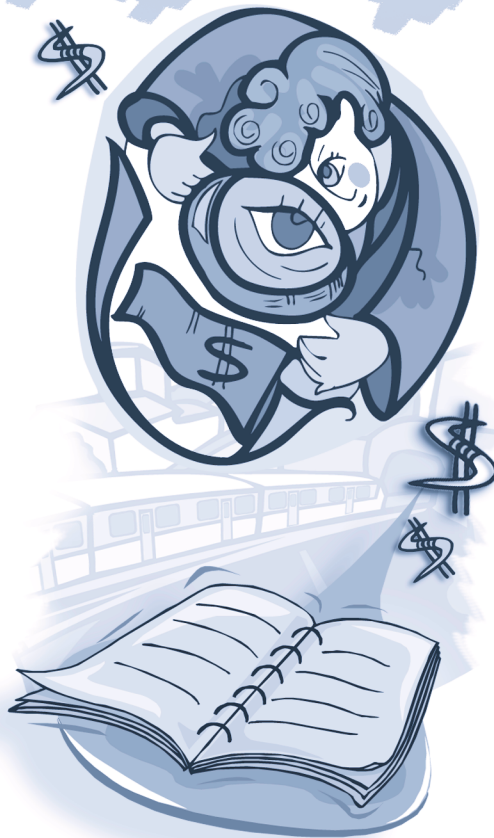
Dr. Shanis began his testimony with background information about the region and DVRPC's role as the metropolitan planning organization (MPO). "As the region's MPO, we are increasingly faced with making decisions between project proposals to either maintain our existing network or provide new facilities to service existing and new development," stated Dr. Shanis. "Financial resources to address these needs have not been able to keep up."

Dr. Shanis identified the goals of the *Destination 2030 Long Range Plan*, and discussed how the plan works toward rebuilding our infrastructure and linking our transportation investments to land use and economic development goals. He stressed that the estimated \$57 billion that will be available over the life of the Long Range Plan still falls short of our transportation system's needs. The most critical issue facing the region is the lack of dedicated funding for SEPTA and other public transit operators.

DVRPC realizes that with stagnant or diminishing revenues and a mounting set

"As the region's MPO, we are increasingly faced with making decisions between project proposals ... Financial resources to address these needs have not been able to keep up."

—DONALD SHANIS, DVRPC DEPUTY EXECUTIVE DIRECTOR



of needs, the region needs to make smart investment decisions. One step that DVRPC has taken is to evaluate potential projects to determine how well they meet the goals of the Long Range Plan. According to Dr. Shanis, "Each project was evaluated using a set of 14 criteria based on the Vision areas contained in the Long Range Plan."

The result was a list of projects less than half that contained in the previous Long Range Plan, representing a consensus of priority transportation projects for the region as a whole. Priority projects encompass highway expansion projects of toll facilities including the PA Turnpike, investments in the region's Core Cities and older developed communities, and transit projects that are geared toward creating a regional consensus and getting the greatest return on investment.

"The most critical issue facing the region is the lack of dedicated funding for SEPTA and other public transit operators."

Dr. Shanis concluded his presentation by explaining that traditional funding streams cannot meet future transportation system needs. DVRPC has just begun a Work Program project that will undertake an in-depth technical analysis of the region's transportation funding. Innovative approaches and additional local matches for funding will be explored. Dr. Shanis encouraged the TFRC to consider the transportation system comprehensively and address all modes and geographic areas.

The TFRC was created after it became apparent that there were not enough funds available to support Pennsylvania's transit agencies and their operating costs. Since its inception, the Commission has been assessing and investigating various transportation issues and solutions, in order to recommend appropriate levels and sources of funding to the Governor. 🌐



NEW AERIAL IMAGERY HIGHLIGHTS CHANGES IN THE REGION

Aerial imagery is an essential tool for regional planning and analysis. It not only presents a comprehensive view of regional conditions but, when coupled with historical aerial images, provides documentation of changes in the region's terrain and land uses. While this imagery has been an important component of DVRPC's planning efforts for many years, it has also been a popular source of information for developers, bankers, engineers, realtors, consultants, and business organizations.

Six years ago, DVRPC made the transition from traditional aerial photography to digital orthophotography. Orthophotos are images that remove displacements in the image caused by camera tilt/sensor position and terrain relief. This correction process results in an image that is positionally accurate relative to the surface of the Earth and is of a uniform scale. Digital orthophotography is ideally suited for use in a Geographic Information System (GIS) where it can be used for mapping purposes, or as a backdrop for existing spatial data.



Aerial view of the Philadelphia sports stadiums in year 2000 (top) and 2005 (below).

“Aerial imagery not only presents a comprehensive view of regional conditions but, when coupled with historical aerial images, provides documentation of changes in the region's terrain and land uses.”

DVRPC's newest imagery, flown in the Spring of 2005, offers several enhancements over previous versions. First, the imagery is presented in natural color, as opposed to black and white. This provides users with a more realistic and intuitive view of the terrain. Second, the resolution is increased slightly, which aids in the interpretation of surface features. Lastly, DVRPC will be offering digital topographic contours (5" interval) that allow the user to see surface elevation characteristics at a glance. The design scale of the 2005 imagery is 1"=200'. This means that, although the imagery can be viewed at scales larger than 1"=200', the positional accuracy is only certified up to that point.

Digital, as well as hard copies, of the 2005 imagery will be available soon. Please check the DVRPC website, www.dvrpc.org, for details. Historical

aerial photos dating back to 1959 are also available, in digital format as well as paper prints.

For more information about our aerial imagery products, or to place an order, contact **DVRPC's Map Sales Department** between the hours of **9 a.m. and 5 p.m.**, Monday through Friday at **215-238-2828**.

OLDER SUBURBS CONFERENCE DECLARED A SUCCESS

Nearly 200 municipal officials, community organization members, and business people gathered at the Radisson Hotel in Trevoze, Pennsylvania in mid-May for a day-long conference entitled *Building from Strength II: More Strategies for Older Suburbs and Boroughs*. This marked the second conference hosted by DVRPC to focus public and private sector attention on the older suburban communities in the nine-county region.

Attendees learned about common challenges older suburbs are facing; such as declining tax bases, aging infrastructure, and state and federal indifference, through a variety of presentations and workshops that focused on ways to revitalize these often historic communities.

DVRPC Executive Director, **Barry Seymour**, welcomed the attendees and discussed some of the challenges facing older suburbs. He was followed by Mayor **Thomas Adams** of the Village of Green Oaks, Illinois, who delivered the conference's



A conference attendee takes a moment to review DVRPC reports and publications.

keynote address. Mayor Adams is the Chair of the Metropolitan Mayors Caucus for the greater Chicago region, an area that faces many of the same challenges as the Delaware Valley, most notably governmental fragmentation. He discussed how the formation of the Metropolitan Mayors Caucus has helped to fostered multi-municipal cooperation across northeastern Illinois.

The second morning panel, *Meet the Mayors*, included four elected officials from older suburbs in the Delaware Valley: Upper Darby, Media, Collingswood and Bensalem. They discussed the innovative tools and techniques they have used to help stabilize and encourage new investment in their communities. In the afternoon, participants chose among eight workshops on a variety of topics, including *New Markets for Older Communities*; *Streets and Parking*; *Zoning and Planning*; *Design and Development*; and *State Resources for Redevelopment in Pennsylvania and New Jersey*.

Building from Strength II was part of a continuing effort by DVRPC and the William Penn Foundation to support redevelopment and revitalization in the region's older communities. The conference received positive feedback from attendees, and proved to be a successful educational and networking event. For more information on this event, including a copy of the presentations and proceedings, visit www.dvrpc.org.



PUBLISHED BY THE DELAWARE VALLEY REGIONAL PLANNING COMMISSION

DELAWARE VALLEY REGIONAL PLANNING COMMISSION
190 NORTH INDEPENDENCE MALL WEST • 8TH FLOOR
PHILADELPHIA, PA 19106-1520

PHONE: 215-592-1800
FAX: 215-592-9125
WEBSITE: www.dvrpc.org

DVRPC NEWS

Published by Delaware Valley Regional Planning Commission

Office of Communications and Public Affairs
Candace Snyder, Director

Elise Denmon, Editor

Commonwealth of Pennsylvania
Pennsylvania Dept. of Transportation
Pennsylvania Governor's Policy Office
Bucks County
Chester County
Delaware County
Montgomery County
City of Chester
City of Philadelphia

State of New Jersey
New Jersey Dept. of Transportation
New Jersey Dept. of Community Affairs
Burlington County
Camden County
Gloucester County
Mercer County
City of Camden
City of Trenton

2007 BOARD OFFICERS

Joanne R. Denworth, Chair
Jerald R. Cureton, Vice Chair

Charles E. Romick, Secretary
Carol Aichele, Treasurer

Barry Seymour, Executive Director

DVRPC News is funded through grants from the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the Pennsylvania and New Jersey departments of transportation, and DVRPC's member governments.

SUMMER 2006



Since its establishment in 1965, DVRPC has been instrumental in ensuring the orderly growth of the bi-state region. As the federally-funded metropolitan planning organization, DVRPC also provides data and consulting services to public and private sector organizations, and fosters cooperation among all levels of government. Shown above is the nine-county Delaware Valley region.