

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

BOARD COMMITTEE

Minutes of Meeting of March 23, 2000

Location: Commission Offices
The Bourse Building, 8th Floor
111 South Independence Mall East
Philadelphia, PA 19106-2515

Membership Present

Representative

New Jersey Department of Community Affairs	(not represented)
New Jersey Department of Transportation	William Beetle
Governor of New Jersey's Appointee	Jerrold D. Colton
Governor of Pennsylvania's Appointee	Timothy Carson
Pennsylvania Governor's Policy Office	Charles Bohnenberger
Pennsylvania Department of Transportation	Larry M. King
Bucks County	Charles H. Martin
Chester County	Colin A. Hanna Charles Coyne
Delaware County	John Pickett
Montgomery County	Kenneth Hughes
Burlington County	Carol Ann Thomas
Camden County	J. Douglas Griffith
Gloucester County	Charles E. Romick

Mercer County	(not represented)
City of Chester	William Payne
City of Philadelphia	Larry Wilson
City of Camden	(not represented)
City of Trenton	(not represented)
<u>Non-Voting Members</u>	
Federal Highway Administration New Jersey Division Pennsylvania Division	Lawrence Cullari Spencer Stevens
U.S. Department of Housing and Urban Development, Region III	(not represented)
U.S. Environmental Protection Agency, Region III	Daniel Ryan
U.S. Environmental Protection Agency, Region II	(not represented)
New Jersey Office of State Planning	(not represented)
Federal Transit Administration, Region III	John Garrity
Southeastern Pennsylvania Transportation Authority	Christopher Patton
New Jersey Transit Corporation	Brent Barnes
Port Authority Transit Corporation	Robert G. Schwab
Delaware River Port Authority	Anisah Abiola
New Jersey Department of Environmental Protection	(not represented)
Pennsylvania Department of Environmental Protection	(not represented)
Pennsylvania Department of Community and Economic Development	Ronald K. Bednar

Regional Citizens Committee Chairman

Sue McNamara

DVRPC Co-Counsel

Pennsylvania Co-Counsel
New Jersey Co-Counsel

David Garrison
Thomas J. Coleman

DVRPC Staff: John J. Coscia, John B. Claffey, Barry Seymour, William Greene, Donald Shanis, Thabet Zakaria, Charles Dougherty, Richard Bickel, Roger Moog, Michael Ontko, and Jean McKinney.

Guests

Pennsylvania Department of Transportation

Robert Hannigan
Thomas Kotay
James Smedely
Greg Brown (Dist. 6-0)
Carlos Castro (Dist. 6-0)
Kevin Conahan (Dist. 6-0)

New Jersey Department of Transportation

John H. Moore
Jerry Mooney
Al Prant

Chester County Planning Commission

William Fulton

Clean Air Council

Dennis Winters

Cross County Connection TMA

Bill Ragozine

Call to Order

Chairman Jerrold D. Colton called the meeting to order at 10:35 a.m.

Public Comments

Comments from the public were invited to be heard on non-agenda items. No comments were stated.

1. Minutes of Meeting of February 24, 2000

On a **motion** by Mr. Romick, seconded by Mr. Hanna, the minutes of the meeting of

February 24, 2000 were approved as distributed.

2. Transportation Improvement Program (TIP) Amendments

John B. Claffey, DVRPC staff, briefed the Board on the following TIP Amendments and Modification:

New Jersey Section of the TIP

a. Amendment 0002 - Delaware River Port Authority Adjustment Package

DRPA has requested that DVRPC amend the TIP by adding four new projects, reprogramming a project from the previous TIP, and combining FY 1999 funds with FY 2000 funds for one project. The actions, which total an additional \$4.670 million in FY 2000, are summarized below.

- (1) Add the "Upgrade SCADA (Supervisory Control and Data Acquisition)" project at a total cost of \$1.5 million.
- (2) Add the "Modernization of Center Tower" project at a total cost of \$550,000.
- (3) Add the "Upgrade Philadelphia Transformer Room" project at a total cost of \$1.1 million.
- (4) Add the "Bridges Rehabilitation" project at a total cost of \$920,000.
- (5) Reprogram the "Track Components Renewal" project (TIP #D017) at a total cost of \$560,000.
- (6) Combine \$40,000 of FY99 Transit Enhancement funding (TIP #D032) with the FY 2000 funding.

Financial constraint will be maintained by reducing the amount programmed in FY 2000 for the Smoke and Fire Control project (TIP #D024), the Embankment Restoration project (TIP #D020), and the Front St. - Birch St. Interconnection project (TIP #D031.)

There will be no impact on the conformity finding since these projects are exempt from the regional air quality conformity analysis.

The Planning Coordinating Committee/Regional Transportation Committee

(PCC/RTC) and the Regional Citizens Committee (RCC) recommend that the Board approve TIP Amendment 0002, DRPA's request to add four new projects, reprogram a project from a previous TIP, and combine FY 1999 funding with FY 2000 funding for one project, as outlined above.

New Jersey Section of the TIP

b. Amendment 0003 - New Jersey Department of Transportation
Adjustment Package

NJDOT has requested that DVRPC amend the TIP by making a series of adjustments to reflect cost and schedule changes to several projects. The actions are summarized below.

- (1) Route 41,42 Freeway, Gloucester County (DB #201) - Increase the amount programmed for ROW in FY2000 from \$1.4 million to \$3.6 million.
- (2) Route 206, Burlington County (DB #9210) - Advance \$1.395 in construction funds from FY2002 to FY2000.
- (3) Route 73, Burlington County (DB #94068) - Program \$1.1 million in preliminary design funds in FY2000.
- (4) CR 551, Camden County (DB #D9905) - Add the construction phase to FY2000 at a cost of \$700,000.

Financial constraint will be maintained by transferring funds from five existing TIP projects whose schedules have slipped:

- (1) Route 40, Gloucester County (DB #232B) - Reprogram preliminary design from FY2000 to FY2001.
- (2) Route 29, Mercer County (DB #551A) - Reprogram construction from FY2000 to FY2001.
- (3) Routes 70,73, Burlington County (DB #567) - Reprogram design from FY2000 to FY2001.
- (4) Route 206, Burlington County (DB #9208) - Reprogram construction from FY2002 to FY2003.
- (5) CR 557, Gloucester County (DB #D029) - Reprogram the construction phase from FY2000 to FY2001.

There will be no impact on the conformity finding since the scopes of the projects involved are not changing and/or are exempt from the regional air quality conformity analysis.

The PCC/RTC recommended that the Board approve TIP Amendment 0003, NJDOT's request to amend the TIP by (1) increasing the amount programmed for ROW in FY2000 from \$1.4 million to \$3.6 million for the Route 41,42 Freeway project in Gloucester County (DB #201,) (2) advancing \$1.395 in construction funds from FY2002 to FY2000 for the Route 206 project in Burlington County (DB #9210,) (3) programming \$1.1 million in preliminary design funds in FY2000 for the Route 73 project in Burlington County (DB #94068,) and (4) adding the construction phase of the CR 551 project in Camden County (DB #D9905) to FY2000 at a cost of \$700,000.

The RCC recommends that the Board approve TIP Amendment 0003, however, the RCC asks that any agency submitting TIP modifications/amendments include maps along with project descriptions that provide sufficient details for decision-making. These additional items could easily be accommodated on the back of the TIP project form.

Pennsylvania Section of the TIP

c. Modification 9936 - Harrisburg Rail Line Improvements (PennDOT)

PennDOT has requested that DVRPC modify the TIP to update the costs and scope of the Harrisburg Rail Line Improvements project (TIP #PA01.) Currently, this project is programmed with \$12.5 million in FY 1999 (\$10 million federal funds, \$2.5 million state funds) and \$14.471 million in FY 2000 (\$11.577 federal funds, \$2.894 million state funds.) These amounts were the best estimates of available resources at the time the TIP was developed. Now that the actual funding allocations are known, the TIP must reflect the correct amounts. The new programmed amount will be \$30 million (\$24 million federal, \$6 million state.) This figure combines the FY 1999 and FY 2000 allocations.

In addition, the scope will be revised to include the rebuilding and rehabilitation of electric locomotives and coaches instead of the purchase of diesel multiple units.

There will be no impact on financial constraint.

There will be no impact on the conformity finding since this project is exempt from the regional air quality conformity analysis.

The PCC/RTC and the RCC recommended that the Board approve TIP Modification 9936, PennDOT's request to program \$30 million (\$24 million federal, \$6 million state) in FY 2000 for the Harrisburg Rail Line Improvements to reflect the actual funding allocations and to revise the scope to include the rebuilding and rehabilitation of electric locomotives and coaches instead of the purchase of diesel multiple units.

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

MOTION by Mr. Griffith, seconded by Mr. King; that the Board approve TIP Amendments 0002, 0003 and TIP Modification 9936.

3. FY 2001 DVRPC Planning Work Amendment: Regional Transportation Management Association (TMA) Assistance Grant Program

Mr. Claffey explained that PennDOT has annually funded Transportation Management Association (TMA) activities for selected TMAs since 1992. This program was developed to provide operating assistance to these public-private partnerships to support their travel demand management promotional work as a means to mitigate traffic congestion and improve regional air quality. Although the TMAs are membership organizations, and a percentage of their operating budgets must come from dues and other fees, the PennDOT grant allows TMAs to serve their constituencies in a limited way without regard to membership.

There are currently five TMAs in southeastern Pennsylvania. As part of their assistance grants, each undertakes generally similar work.

This is an ongoing program, renewable annually. Each TMA must submit applications for the program, and any PennDOT award must be matched at the rate of 20%. Beginning in FY 2000, PennDOT has requested that this TMA effort be included in the DVRPC Planning Work Program.

The total available CMAQ funds of \$500,000 will be split at \$80,000 per TMA with

the additional \$100,000 being used for special projects.

In addition to the five TMAs a letter was received from the Central Philadelphia Development Corporation (CPDC) asking that this organization be considered a TMA and receive funding. Some of their projects include working with center city parking operators to encourage regulating parking fees, working with SEPTA on transportation coordination for Penns Landing, Convention Center, and the Performing Arts Center projects.

This work program amendment will not alter the region's conformity finding since the project is exempt.

Discussion ensued and Larry Wilson, City of Philadelphia, commented that the City supports the CPDC's request for CMA status and that CMAQ funding be requested by PennDOT for their proposal. Larry King, PennDOT remarked that applicants will continue to be reviewed for CMAQ funding and presented to the Board for approval.

Carol Thomas, Burlington County, requested that any supplemental programs and any new TMA applicants (i.e., CPDC) be presented to the RTC for review before Board approval.

Sue McNamara, RCC Chair, requested that the Board develop certain criteria for new TMAs to avoid a flood of applicants. John J. Coscia, Executive Director, replied that DVRPC does rely on county leadership for the basic mechanisms to choose TMAs, however, this issue definitely needs attention and needs to be discussed with PennDOT.

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

MOTION by Mr. King, seconded by Mr. Bohnenberger; that the Board amend the FY 2001 DVRPC Planning Work Program to include the \$500,000 PennDOT Transportation Management Association Assistance Grant Program, allocating a total of \$400,000 (\$80,000 individual core amount) to the five TMAs currently under contract, reserving \$100,000 for special studies to be determined.

Colin Hanna, Chester County Commissioner, proposed an amendment to the main motion and the Board unanimously adopted the amended **motion** as follows:

MOTION by Mr. Hanna, seconded by Mr. Carson that the Board amend

the FY 2001 DVRPC Planning Work Program to include the \$500,000 PennDOT Transportation Management Association Assistance Grant Program, allocating a total of \$400,000 (\$80,000 individual core amount) to the five TMAs currently under contract, reserving \$100,000 for special studies to be determined and that ***upon TMA funding allocations the TMAs be notified that they are required to meet on a quarterly basis with the host county to discuss selected projects.***

4. Regional Citizens Committee (RCC) Report

Sue McNamara, RCC Chair, reported on additional issues of concern discussed at their meeting of March 14, 2000 as follows:

Millstone Bypass Resolution:

Having reviewed the letter from the New Jersey Department of Environmental Protection's Historic preservation Office to the New Jersey Department of Transportation regarding the proposed Millstone Bypass, the RCC would like to see NJDOT's written response to this correspondence.

The RCC again asks that all copies of Environmental Assessments (EA) and Environmental Impact Statements, including the Millstone Bypass EA, be sent to DVRPC, including CD-ROM format which is inexpensive to produce and can make studies available to a larger number of individuals.

5. PennPlan Moves! Pennsylvania Statewide Long Range Transportation Plan - 2000-2025

Larry King, PennDOT, commented that *PennPlan* (distributed to the Board) is the Commonwealth's new 25 Year Long Range Transportation Plan and explained that a committee of 28 individuals (including John J. Coscia) was formed to examine the process of how statewide planning was accomplished. Out of that committee came the concept that a corridor-based approach is needed when establishing priorities for transportation. Mr. King also stated that the Plan is designed to coincide with regional planning throughout the region.

James Smedley and Thomas Kotay, PennDOT, next presented to the Board a brief overview of the Plans' contents which include: (1) public input, (2) visions of the future, (3) existing conditions, (4) perspectives, (5) statewide goals and objectives,

and (5) statewide corridors.

Mr. Smedley explained that the Plan is a decision-support tool for PennDOT and its planning partners. The Plan's importance lies in its linking of broad policy goals and specific action items, and in its connecting action items with the transportation planning done at the regional and local levels. The Plan is the product of collaboration between PennDOT and its regional and local planning partners - metropolitan planning organizations, local development districts, and county planning commissions. Mr. Smedley continued that the Plan was developed with a very innovative and comprehensive public input program and public participation will continue throughout the implementation of the Plan.

Mr. Kotay next touched briefly on four of the eight components of the Plan: (1) public involvement; (2) statewide goals and objectives; (2) statewide corridors; and (4) conclusions. He concluded that the Plan will continue to adapt to demands placed upon it by societal changes and as transportation adapts Pennsylvania residents will continue to benefit from a system that provides mobility; options; a platform for public voices; equity, efficiency, consideration for the environment, economic development, and safety.

Discussion ensued after the presentation and Mr. Hanna commented that, whereas a good state transportation Plan provides a system which includes through truck traffic, a local plan may not. Mr. King responded that the broader concern, moving goods and services, needs to be addressed and alternatives examined to help make the local and state plans consistent in these areas.

6. Institutional Coordination of Intelligent Transportation Systems (ITS) in the Delaware Valley

Donald Shanis, DVRPC staff, presented an update of the study being conducted to improve institutional coordination and overall deployment of ITS in the region. He explained the project is to develop ITS policy, establish regional ITS architecture (consistent with national ITS architecture), recommend an interagency institutional coordinated framework, and foster interagency coordination. Numerous agencies were interviewed to establish their ITS needs and achievements. Six scenarios have been established which range from the existing situation to a highly technological system.

Dr. Shanis continued and explained that after reviewing these scenarios the Technical Task Force recommends that we take an unhurried approach and build operational relationships, transition technology, and keep initial capital investments low. Further recommendations would be to upgrade to a 24 hour a day, 7 day a

week capability, address internal agency coordination issues, avoid creating a new bureaucracy, and promote interagency coordination as the backbone for information sharing to the public. A Philadelphia Regional Integrated Multimodal Information Sharing (PRIMIS) concept is also recommended to improve coordination and step through desirable aspects of several scenarios within a specific time frame.

In conclusion, Dr. Shanis commented on the benefits of the ITS program. The establishment of ITS programs in the Delaware Valley would relieve congestion which costs over \$1 billion in lost productivity and wastes over 112 million gallons of fuel per year in the region. The next steps would be to meet with the individual partners in the ITS process, review the PRIMIS concept, obtain endorsement from the technical task force and the DVRPC Board, and add PRIMIS to the DVRPC Long Range Plan.

The products being developed are the institutional White Paper, the architecture, a document on the individual institutions and operating centers, and an executive summary. The time frame to finish the products is approximately 6 months (September).

7. Executive Director's Report

- a. DVRPC Meeting with Delaware River Basin Commission (DRBC), February 29, 2000.

Mr. Coscia reported that a meeting between DVRPC and DRBC was held on February 29, 2000. Highlights of the discussions at that meeting included an agreement between the agencies and the Delaware River Port Authority (DRPA) to host a joint meeting in June possibly at Penns Landing to announce several new initiatives: (1) new port directory using digital aerials; (2) jointly develop GIS database, (3) joint project proposal addressing flood plain management; and (4) other jointly sponsored efforts.

- b. New Jersey Regional Intergovernmental Transportation Study Commission (RITCSC), Meeting of March 7, 2000

Mr. Coscia reported that this commission was appointed to examine the problems of the Transportation Development Districts (TDDs) in New Jersey. A presentation was given at the meeting by John Kellogg, Director, Hunterdon County Planning Board, on the TDD experience in Hunterdon County.

The three RITCSC subcommittees reported the status of the intergovernmental coordination of corridor studies. The TDD Technical Sub-committee, chaired

by Pippa Woods, has developed a matrix listing all the issues which surround the legislation and recommendations to help make the TDDs more operative.

Atlantic County will present a similar process of a TDD known as a Transportation Improvement District (TID) at the next meeting of the RITCSC scheduled for April 4, 2000.

William Beetle, NJDOT, added that the RITCSC Corridor Planning Subcommittee is developing a model corridor plan which will be presented to the MPO.

- c. National Association of Regional Councils (NARC) Policy Conference in Washington, DC on March 18-20, 2000 - *Engines for the New Economy*

Mr. Coscia specifically commented on the one-day session at the NARC conference which dealt with transportation and the new planning regulations. These draft regulations have been submitted to the Office of Management and Budget (OMB) and comments are expected by May 4, 2000. At that time the draft regulations will be posted and available for public comment. Seven public hearings will be held throughout the United States. The regulations have three components as follows: (1) planning regulations; (2) NEPA revisions;

and (3) ITS and the need for consistency with the national architecture. A special video conference will be held on June 15, 2000 to explain the new regulations.

Mr. Coscia continued and pointed out that a section within the new regulations dealing with Environmental Justice requests MPO's to clarify their TIP's and Long Range Plan documents for consistency with Environmental Justice requirements.

An Environmental Justice summit is scheduled this summer. The summit, involving States, MPO's, and community based representatives, will focus on a more balanced participation in achieving Environmental Justice criteria.

Mr. Coscia mentioned other items discussed at the conference including: certification reviews, job access and reverse commute, new transit projects funded by FTA (New Starts Report, attached), and USDOT's Operations and Management program.

- d. Request for Proposal (RFP) released for Schuylkill Valley Metro Station Planning and Zoning Study

Barry Seymour, DVRPC staff, reported that a RFP has been released for the planning and zoning study along the Schuylkill Valley Metro Station. Five station sites will be examined. The study will include a comprehensive real estate market assessment, and a comprehensive public participation outreach working with the public, municipal, elected and appointed officials. Proposals are being requested to be returned to DVRPC by April 14, 2000.

e. Status of the Year 2000 Aerial Photography

Michael Ontko, DVRPC staff, reported that the Year 2000 Aerial Photography covers approximately 7400 square miles. The prime contractor is Aerial Data Reduction and the aerial imagery is being done by Keystone Aerial Survey out of North Philadelphia Airport. Digital ortho imagery is being used and total coverage of the area is nearing completion. Mr. Ontko also reported that the City of Philadelphia has requested a imagery acquisition of an inch to 100', and some specialized imagery for Center City.

f. FY 2000 Job Access and Reverse Commute Competitive Grant Program

Richard Bickel, DVRPC staff, reported that the March 10th Federal Register included a notice of the FY 2000 Job Access and Reverse Commute Competitive Grant Program administered by FTA. Total funding of \$29.6 million is available nationwide in which \$15.8 million is available for competition by large MPOs. Applications are due by May 9, 2000. DVRPC has mailed and posted notice to over 300 individuals to submit applications to DVRPC by March 31st. The Board Policy Analysis Committee will review the applicants and prioritize the projects for board action in April.

g. PennDOT letter of February 24, 2000 (distributed to the Board) regarding Federal Environmental Justice (EJ) Mandates

Mr. Coscia reported that PennDOT has requested that DVRPC use the following course of action to satisfy the EJ mandates: (1) use census information to map the concentrated locations of minorities and low-income households; (2) initiate outreach efforts to those groups asking for their comments on the draft TIP; (3) consider these comments and document the outreach efforts and the results; and (4) modify the self-certification resolution to include EJ.

h. Rescheduling of DVRPC Board Retreat

Mr. Coscia reported that arrangements have been made to hold the Board

Retreat at the Philadelphia Center City Marriott. However, Board approval is needed to change the date from December 8, 2000 to **December 1, 2000**. The Board stated no opposition to this change.

8. Committee Reports

a. Planning Coordinating Committee/Regional Transportation Committee

Mr. Claffey brought the Board's attention to the New Jersey and Pennsylvania TIP Administration Modifications (distributed to the Board). All other activities from the March 7, 2000 PCC/RTC meeting were previously reported under the appropriate agenda items.

b. Information Resources Exchange Group (IREG)

Mr. Seymour summarized the highlights from the IREG meeting of March 8, 2000 (distributed to the Board). Two presentations were given at the IREG; one by Arthur B. Shostak, Drexel University, on *Futurism*, and one by William Mead, Gloucester County Planning Commission, on *Implementation and use of GEOgraphic Town management Systems in Gloucester County*.

c. Regional Aviation Committee (RAC)

Roger Moog, DVRPC staff, reported the highlights of the RAC meeting held on March 16, 2000. Philadelphia International Airport terminal construction, highway ramp construction, and master planning is proceeding on schedule.

The Wings Airport funding application is currently being decided in Commonwealth court. Other airports which are expanding capacity and safety through runway extensions or storage enhancements are Doylestown, Quakertown, Pottstown, Limerick, Cecil County and Spitfire Aerodrome. Mr. Moog also announced that the new federal Legislation, Air 21, has doubled aviation funds for airport improvement at commercial and GA/reliever airports.

d. Land Use and Development Committee

Mr. Seymour reported the highlights from the Land Use and Development meeting held on March 17, 2000 (distributed to the Board). Items of discussions included affordable housing, containing sprawl, city wage tax, and city schools.

e. Tri-County Water Quality Management Board (WQMB)

Mr. Ontko reported the highlights from the WQMB meeting of March 19, 2000 (distributed to the Board). The WQMB has received a status report on nine amendments currently in the review process. He continued that the Governor's Executive Order 109 requires the New Jersey DEP to evaluate each amendment in the process and identify if any additional Environmental Assessments (EA) will be required. Mr. Ontko also noted that the WQMB was advised that the proposal submitted by DVRPC to prepare a watershed management plan for Watershed Management Area 18 (Lower Delaware Tributaries) is moving forward.

OLD BUSINESS

No old business was stated.

NEW BUSINESS

No new business was stated.

There being no further business, the meeting was adjourned at 12:43 p.m.

Attachments:

- (1) PCC/RTC Recommendations to the Board for March 23, 2000
- (2) RCC Recommendations to the Board for March 23, 2000
- (3) Federal Transit Administration Section 5309 New Starts List

Additional Documents distributed to the Board:

- (1) *PennPlan Moves!*
- (2) *Freight Lines*, March, 2000
- (3) *TravelSmart*, March 15, 2000
- (4) *Alert*, March, 2000
- (5) Article entitled: *Census 2000 Timeline*
- (6) Brochure entitled: *Improving US 202*
- (7) Newsletter of the NARC entitled: *Regions*, January/February 2000

