

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

BOARD COMMITTEE

Minutes of Meeting of February 22, 2001

Location: Commission Offices
111 S. Independence Mall, East
The Bourse Building, 8th Floor
Philadelphia, PA 19106

Membership Present

Representative

New Jersey Department of Community Affairs	Joyce Paul
New Jersey Department of Transportation	James B. Lewis
Governor of New Jersey's Appointee	Jerrold D. Colton
Governor of Pennsylvania's Appointee	Timothy J. Carson
Pennsylvania Governor's Policy Office	Bob Baker
Pennsylvania Department of Transportation	Larry M. King
Bucks County	Charles H. Martin
Chester County	Colin A. Hanna Charles Coyne
Delaware County	John E. Pickett
Montgomery County	Arthur F. Loeben Lewis F. Gould
Burlington County	Jerald R. Cureton Carol Ann Thomas
Camden County	J. Douglas Griffith

Gloucester County	Charles E. Romick
Mercer County	Donna Lewis
City of Chester	(not represented)
City of Philadelphia	Lawrence Wilson
City of Camden	(not represented)
City of Trenton	Andrew Carten
<u>Non-Voting Members</u>	
Federal Highway Administration New Jersey Division Pennsylvania Division	(not represented) Spencer Stevens
U.S. Department of Housing and Urban Development, Region III	Michael Szupper
U.S. Environmental Protection Agency, Region III	Daniel Ryan
U.S. Environmental Protection Agency, Region II	(not represented)
New Jersey Office of State Planning	David Hojsak
Federal Transit Administration, Region III	Robin Mayhew
Southeastern Pennsylvania Transportation Authority	Gerald J. Kane
New Jersey Transit Corporation	Brent Barnes
Port Authority Transit Corporation	Thomas Hickey
Delaware River Port Authority	Anisah Abioli
New Jersey Department of Environmental Protection	(not represented)
Pennsylvania Department of Environmental Protection	(not represented)
Pennsylvania Department of Community and	

Economic Development

Charles Nahill

Regional Citizens Committee Chairman

Dennis Winters

DVRPC Co-Counsel

Pennsylvania Co-Counsel
New Jersey Co-Counsel

Dave Harrison
Thomas Coleman

DVRPC Staff: John J. Coscia, John Claffey, Barry Seymour, William Greene, Donald Shanis, Charles Dougherty, Thabet Zakaria, Richard Bickel, Thomas McGovern, Candace Snyder, Phyllis Robinson, and Jean McKinney.

Guests

Pennsylvania Department of Transportation

Robert Hannigan
Greg Brown (Dist. 6-0)
Joseph Chromey

New Jersey Department of Transportation

Al Prant

New Jersey Governor’s Authorities Unit

William Dengler

Montgomery County Planning Commission

Kenneth Hughes

Southeastern Pennsylvania Transportation Authority

Richard Burnfield

Delaware River Port Authority

Linda Hayes

US Environmental Protection Agency

Stephanie Branche

Cross County Connection TMA

William Ragozine

Philadelphia Inquirer

Jere Downs

Call to Order

Chairman Timothy J. Carson called the meeting to order at 10:48 a.m. Chairman Carson introduced new members of the Board as follows: Bob Baker, representing the Pennsylvania Governor’s Policy Office; Lewis F. Gould, representing Montgomery County; and Thomas Hickey, representing PATCO.

Public Comments

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

1. Minutes of Meeting of January 25, 2001

On a **motion** by Mr. Romick, seconded by Mr. Cureton, the minutes of the meeting of January 25, 2001 were approved as distributed.

2. DVRPC Transportation Improvement Program (TIP) Actions

John J. Claffey, DVRPC staff, briefed the Board on the following TIP Actions:

a. Action PA0113 - PennDOT Adjustment Package

Mr. Claffey explained that PennDOT is requesting that DVRPC amend and/or modify the TIP to reflect cost or schedule changes to existing or former projects. The changes are as follows:

- (1) US 202 Wetland Mitigation (TIP #5774, Bucks County) - Add a right-of-way phase to FY01 at a total cost of \$5.483 million. Shift the construction phase from FY01 to FY03.
- (2) South St. Bridges over I-76 (WB), Schuylkill River, & CSX (TIP #9684A, Philadelphia) - Add the final design phase back to the TIP at a total cost of \$3.3 million. Reduce the amount programmed for the right-of-way phase by \$650,000.
- (3) Old York Rd. Bridge (old TIP #5708, Bucks County) - Add the construction phase back to the TIP at a total cost of \$280,000.
- (4) US 1, Business Signal Improvements (TIP #5726, Buck County) - Add the preliminary engineering phase back to the TIP at a total cost of \$100,000.
- (5) PA 309, Ft. Washington Expressway (TIP #8599A, Montgomery County) - Add the final design phase back to the TIP at a total cost of \$6 million. Increase the amount programmed for the right-of-way phase from \$2.192 million to \$6 million.

- (6) PA 309, Ft. Washington Expressway (TIP #8572C, Montgomery County)
Add the final design phase back to the TIP at a total cost of \$2.250 million.
Add the right-of-way phase back to the TIP at a total cost of \$2.4 million.
Shift \$10 million in construction funds from FY03 to "Later" fiscal years.
- (7) PA 309, Ft. Washington Expressway (TIP #8572A, Montgomery County)
Add the final design phase back to the TIP at a total cost of \$2.5 million.

Add the right-of-way phase back to the TIP at a total cost of \$2.5 million.
Shift a portion of the DEMO funding programmed for construction in FY02 to FY03. Shift \$20 million in construction funding from FY03 to FY04.

Financial constraint for this TIP Action will be maintained through adjustments to other existing TIP projects whose schedules or costs have changed. Fiscal constraint charts provided by PennDOT which show the adjustments taking place to accommodate the above actions were distributed to the Board.

Also, the TIP's conformity finding will not be impacted by this action.

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. Pickett, seconded by Mr. Martin; that the Board approve TIP Action PA0113, PennDOT's request to amend or modify seven existing or former TIP projects.

- b. TIP Action PA0115 - US 202, Section 400
(Montgomery and Chester Counties)

Mr. Claffey briefed the board on PennDOT's request that DVRPC modify the TIP to add funding to various phases of the US 202, Section 400 projects. The changes are:

- (1) US 202 Section 400 (TIP #8382A) - Add a utility relocation phase at a total cost of \$11.5 million. This phase, which has already been let, was previously approved for \$18.6 million. However, the current estimate is \$30.1 million. The increase is due to the additional cost of a railroad siding, Verizon environmentally controlled access vaults, commitments to relocate a Sun Pipeline, and additional costs to relocate various PECO facilities.

- (2) US 202 Section 400 and 404 (TIP #8382A and #8382E) - Increase the cost of the construction phase by \$9.7 million. The construction phase, which has already be let, was previously approved for \$105.6 million. However, the current estimate is \$115.3 million. The increase results from Class I excavation exceeding the estimate by \$1.3 million, pavement costs exceeding the estimate by almost \$3 million, and higher costs for mobilization and field offices.

- (3) US 202, Section 405 (TIP #8382C) - Increase the cost of the construction phase by \$26 million. The balance of the funding approved for construction is \$13 million. However, the current cost estimate is \$39 million. As other portions of US 202 Section 400 were let, this project was used to fund any cost increases. It now must be replenished. In addition, the costs associated with traffic control on I-76, additional requirements of Norfolk Southern for the truss, and utility relocation have all increased since the 1998 estimate.

Financial constraint will be maintained through adjustments to other existing TIP projects whose schedules or costs have changed. A Fiscal constraint chart was distributed to the Board by PennDOT which showed the adjustments taking place to accommodate these amendments to the TIP.

Also, the TIP's conformity finding will not be impacted by this action.

Favorable recommendation was received from the PCC/RTC for the Board to approve TIP Action PA0115.

The RCC also favorably recommended approval, however, notes that these modifications in turn delay and diminish projects that the RCC does not support, namely Section 700 of SR 202 and Blair Mill Road.

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

MOTION by Mr. Wilson, seconded by Mr. Hanna that the Board approve TIP Action PA0115, PennDOT's request to modify the programmed amounts for the US 202 Section 400 project.

- c. TIP Action NJ0105 - Embankment Restoration/Erosion Control
[Delaware River Port Authority (DRPA)]

Mr. Claffey stated that the DRPA has requested that DVRPC amend the TIP by adding back the Embankment Restoration/Erosion Control project (old DB

#DR015) at a total cost of \$1 million. This project had been on the TIP for the past several years, and DRPA has determined that additional funding is necessary to complete the project.

Financial constraint will be maintained by reducing the amount programmed for the Linden Interlocking Rehabilitation project (DB #DR043) from \$2.5 million to \$1.5 million and the TIP's conformity finding will not be impacted by this action.

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

MOTION by Mr. Griffith, seconded by Mr. Cureton; that the Board approve TIP Action NJ0105, DRPA's request to add back the Embankment Restoration/Erosion Control project at a total cost of \$1 million.

3. **Release of the Preliminary Land Use Plan (Report #3) and the Preliminary Transportation Plan (Report #4) for Public Review and Comment**

Rich Bickel, DVRPC staff, briefed the Board and explained that *The Preliminary Land Use Plan (Report #3)*, includes a long-range vision, goals, policies and a recommended land use plan for the year 2025. Report #3 was distributed to the Board at its January Board meeting.

Donald Shanis, DVRPC staff, then briefed the Board on Report #4, the *Preliminary Transportation Plan* which includes all aspects of ground transportation including freight movement, bicycles and pedestrians. It also includes essential information on the Regional Airport System Plan (which is documented in detail in a separate report).

Report #4 is now with the designer, and should be ready for distribution by early March. A 30-day public comment period on both plans is scheduled to begin on March 12 and continue through April 10. Public meetings on the Preliminary Plans will occur during this period. During April, committees will consider the public comments received. The public meetings will also serve to gather comments on all elements of the Plan, including the airport plan. The Board could then act to adopt the Year 2025 Plan at its regular Board meeting on April 26, 2001.

John J. Coscia, Executive Director, added that a fifth document (Report #5) will also

be developed entitled *Executive Summary* which will contain maps, information on funding sources, and action for implementation. This document, Report #5, will be the actual document adopted by the Board.

After 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. Lewis that the Board authorizes staff to conduct public meetings and hold a 30-day comment period on the preliminary Land Use and Transportation plans.

4. Job Access and Reverse Commute Competitive Grant Program - Regional Plan Consistency and Applicant Selection

Mr. Bickel explained to the Board that the in regions over 200,000 population, Metropolitan Planning Organizations (MPOs) are charged with selecting project applicants, evaluating consistency of proposed projects with an adopted job access and reverse commute transportation plan, prioritizing and recommending projects for funding and committing to add projects to the Transportation Improvement Program (TIP) following grant approvals. DVRPC has undertaken these responsibilities for the FY 1999 and FY 2000 rounds of the program; initial actions for the FY 2001 and FY 2002 rounds are being requested for the February 22nd Board meeting, with follow-up actions at the March 22nd Board meeting.

In anticipation of the pending FY 2001 program, DVRPC mailed background and application process information to more than 200 organizations and individuals, and a public notice was placed in the *Philadelphia Inquirer*, the *Philadelphia Tribune*, *La Actualidad*, the *Trenton Times* and the *Courier Post*. Notice of the application process was also posted on DVRPC's web site. DVRPC hosted a coordination and information meeting on January 19, attended by 35 individuals and organizational representatives. The meeting coincided with the release of the FTA's FY 2001 program guidance, which established that only previously approved Congressional earmarks and project applications would be funded in FY2001. This decision resulted in continued advancement of SEPTA's approximate \$3 million earmark for further consideration in FY 2001 and no FY 2001 funding for New Jersey. Consequently, New Jersey TRANSIT's statewide Job Access Coordinator

determined that project proposals for FY 2002 would be solicited and evaluated at this time.

A Letter of Intent (LOI), distributed to the Board, outline was distributed to potential applicants, and completed LOIs were requested to be submitted to DVRPC by February 5th. DVRPC received 10 LOIs, of which seven were from Pennsylvania applicants for FY 2001 funding, and three were from DVRPC's New Jersey counties for FY 2002 funding. Staff will evaluate the LOIs to determine applicant qualifications to undertake the proposed projects and consistency of the proposed projects with *Access to Opportunities*, DVRPC's adopted Job Access and Reverse Commute Transportation Plan. This information and recommendations will be presented at the Board meeting.

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

MOTION by Mr. Griffith, seconded by Mr. Wilson that the Board approve the recommended qualified applicants, project plan consistency and authorization for applicants to continue to prepare full applications for funding.

5. Fiscal Year 2001 Planning Work Program Amendment: Telework Pilot Program for Emissions Trading

Mr. Claffey briefed that Board and explained that during the past year the DVRPC has been working with the National Environmental Policy Institute (NEPI) to develop a trial telework program to test the effectiveness of offering emissions credits to businesses for VMTs saved by employees who telecommute instead of driving alone to work. Philadelphia and four other metropolitan areas have been selected to enter Phase II of this project; this phase will test the practicality of the program designed in Phase I by applying it to actual companies and employees in the Pennsylvania portion of the region.

DVRPC will work with the five Transportation Management Associations in this region to do outreach to businesses. The TMAs will be funded separately and directly by NEPI, but DVRPC will oversee and coordinate their efforts. This project is advised by a Steering Committee comprised of representatives from state and local agencies and industry.

Favorable recommendation was received from the PCC/RTC.

Favorable recommendation was also received from the RCC with the following notes:

- (1) The committee is dubious of the validity of air emission trading for mobile sources;
- (2) The RCC believes that there is a need for more concise measurement of emission results through such techniques as odometer checks and GPS usage; and
- (3) The committee asks that a representative of the RCC be appointed to the pilot program advisory group.

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

MOTION by Mr. Baker, seconded by Ms. Paul; that the Board amend the DVRPC FY 2001 Planning Work Program to include the *Telework Pilot Program for Emissions Trading* project.

6. Pennsylvania Infrastructure Investment Authority (PENNVEST) Requests in Bucks, Chester, Delaware and Montgomery Counties

Barry Seymour, DVRPC staff, briefed the Board on the PENNVEST applications for funding forwarded to DVRPC for review for consistency with the regional plan as follows:

Bucks County

- Lower Bucks County Joint Municipal Authority - Request for \$200,000 PENNVEST loan to provide an air cleaning device at the Kenwood Wastewater Pumping Station in Bristol Township to address a PADEP Air Pollution Abatement Order related to problems of odor.

Chester County

- Borough of Avondale - Request for \$135,000 PENNVEST loan for design of an expanded wastewater treatment plant at Avondale to correct discharge violations and to provide additional capacity.

- Borough of Avondale - Request for \$89,500 PENNVEST loan for replacement of the cover at the existing drinking water reservoir.
- The Coventry Tea Room - Request for \$51,201 PENNVEST loan to replace a malfunctioning septic system with a drip sewage disposal system at a restaurant in South Coventry Township.

Delaware County

- Philadelphia Suburban Water Company - Request for \$1,064,325 PENNVEST loan to construct renovations to the existing Tinicum Booster Pump Station to provide drinking water service in support of the Liberty Transmission Main.
- Philadelphia Suburban Water Company - Request for \$2,605,000 to construct a water transmission main to provide drinking water in southern Delaware County in support of the existing and projected growth.

Montgomery County

- Schwenksville Borough Authority - Request for \$609,117 PENNVEST loan for improvements to the drinking water distribution system to provide increased water supply and system pressure in Lower Frederick Township.
- The Upper Hanover Authority - Request for \$1,996,503 PENNVEST loan to acquire and improve an existing wastewater treatment plant. The plant would serve several existing businesses and an area of 60 homes with failing septic systems.

Mr. Seymour stated that these projects serve to address public health and safety concerns of drinking water quality, wastewater treatment and stormwater management in areas that are now developed or identified as future growth areas in the DIRECTION 2020 plan. Therefore, these applications are consistent with DIRECTION 2020.

Mr. Seymour continued and stated that one application submitted by the Philadelphia Suburban Water Company for a \$19,165,613 PENNVEST loan to upgrade the existing Ingrams Mill water treatment facility has promoted some concern. This facility serves the Borough of West Chester, East Goshen Township, and portions of East Bradford and Westtown townships. The concern is that part of that project would also be to extend a water service line into areas that are designated within the county *Landscapes Plan* and within the DVRPC

Regional Land Use Plan as areas to be preserved as rural and agricultural areas and not identified as future growth areas. The Chester County planning staff believes that this project is inconsistent with the Year 2020 Plan and has requested additional information from Philadelphia Suburban Water Company. Therefore, Chester County is requesting deferral of Board action for this project until the March Board meeting.

Favorable recommendation was received from the RCC for the PENNVEST applications with the exception of the Chester County Ingrams Mill project.

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

MOTION by Mr. Gould, seconded by Mr. Martin; that the Board authorize the Executive Director to send a letter notifying PENNVEST that eight applications from Bucks, Chester, Delaware and Montgomery counties are consistent with the year 2020 Long Range Plan and state within that letter that the ninth application from Philadelphia Suburban Water Company (Chester County) for \$19,165,613 for the Ingrams Mill water treatment facility was found to be inconsistent with the Year 2020 Plan at this time.

7. Regional Citizens Committee (RCC) Report

Dennis Winters, RCC Vice Chair, reported other business from the RCC meeting of February 13, 2001. He stated the RCC approved the following resolution for Board consideration as follows:

Resolution on DVRPC Year 2025 Preliminary Transportation Plan (the Public Transportation Element)

The RCC has learned valuable lessons from the DIRECTION 2020 Long-Range Plan and its implementation efforts that, in turn, are relevant to the development of the year 2025 Plan.

1. The RCC welcomes and commends the work completed thus far on the draft of the Year 2025 Preliminary Transportation Plan.

2. We believe that a number of basic features of the draft public transportation element of the Preliminary Long-Range Plan should be changed. For example: Given this region's unusually complex rail passenger service in comparison to its shifting population, emphasis needs to be put on maintaining and improving the rail existing system.
3. There is the need for more differentiation in the costing of individual elements.
4. The plan needs to address the implications of encompassing the entire capital programs of providers such as SEPTA, PATCO, and NJ Transit, not just the traditional fixed-plant assets.

We look forward to working with staff in continuing development of the plan and we will have further comments on specific projects and studies.

8. Executive Directors' Report

Mr. Coscia reported on the U.S. DOT Tri-Annual Review and Certification of DVRPC's Transportation Planning Process and Program. Drawing attention to the correspondence and report from USDOT (distributed to the Board), Mr. Coscia explained that it is required by federal law that the Metropolitan Planning Organization (DVRPC) be certified every three years and is meeting all the requirements imposed by federal law to keep this region eligible for federal funding. Mr. Coscia then summarized from the report the following:

The overall conclusion of this certification review is that the transportation planning process in the Philadelphia metropolitan area reflects both an effective inter-jurisdictional cooperative decision making effort and a significant professional effort to deliver a high quality transportation planning process.

Based on our examination and review the FHWA and FTA hereby jointly certify that the Philadelphia metropolitan area transportation planning process fully meets all of the requirements of the Federal metropolitan planning regulations (23 CFR part 450). This certification will remain in effect until FHWA and FTA perform the next certification review in 2002.

Mr. Coscia also pointed out that the report has an Overview, a section on Land Use and Transportation, Financial Planning, TIP Development, Air Quality, Long Range Plan, Intermodal and Freight, ITS, Congestion Management System,

Bicycle and Pedestrian, Cooperation and Coordination in Transportation Planning, Public Involvement, and Environmental Justice. Also listed in the report is a series of conclusions and recommendations. Mr. Coscia encouraged the Board to review the complete report.

9. Demonstration of DVRPC's Online Mapping and Regional Information Network

Mr. Seymour explained that DVRPC's new and improved Online Mapping service is now available on at www.dvrpc.org. This online Geographic Information System (GIS) application, developed by DVRPC as part of our Regional Information Network, contains a selective subset of GIS data appropriate for the web. The GIS data and maps can be accessed at the DVRPC web site with any standard Internet browser. There are currently two applications with a third on the way. Mr. Seymour then stepped through an online computer demonstration. He demonstrated the general mapping application developed to provide access to basic map information in the nine-county Philadelphia metropolitan area for the general public. In General Mapping you can zoom in and out of the map, identify features, and add demographic "Theme" data to the map.

Mr. Seymour also briefed the Board on the Economic Development mapping developed for the Team Pennsylvania economic development initiative which covers the TeamPA 7-county Southeastern region. This GIS application is designed to assist businesses seeking to locate or expand in the region. Economic Development Mapping provides the same functionality found in General Mapping, but also allows the user to find a feature in a given layer, create a buffer around a selected feature, and search for available sites or buildings for development.

After Mr. Seymour's presentation, discussion ensued with reference of how to secure DVRPC's online mapping. Since this system is on the website, not only is it easily accessible, but susceptible to resale to utilities, private industry and consultants. Mr. Coscia explained that staff is investigating the situation for a solution.

10. Committee Reports

a. Planning Coordinating Committee/Regional Transportation Committee

Activities were previously reported under the appropriate action items.

b. Board Policy Analysis Committee

Highlights from the Board Policy Analysis Committee meeting of February 7, 2001 were distributed to the Board for their review.

OLD BUSINESS

No old business was stated.

NEW BUSINESS

No new business was stated.

There being no further business, the meeting was adjourned at 11:48 a.m.

Attachments:

- (1) PCC/RTC Recommendations to the Board for February 22, 2001
- (2) RCC Recommendations to the Board for February 22, 2001

Additional Documents distributed to the Board:

- (1) *Alert*, February, 2001
- (2) *Freight Lines*, February, 2001
- (3) *TravelSmart*, February 2001
- (4) *DVRPC Publications*
- (5) Brochure entitled: *What You Should Know About the Apportionment Counts*
- (6) Information Booklet for the *Pennsylvania Growing Smarter Land Use in PA Conference*, March 18-20, 2001