

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

BOARD COMMITTEE

Minutes of Meeting of March 22, 2001

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

Membership Present

Representative

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| New Jersey Department of Community Affairs | (not represented) |
| 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 | Lynn Bush |
| Chester County | Colin A. Hanna William Fulton |
| Delaware County | John E. Pickett |
| Montgomery County | Arthur F. Loeben Lewis F. Gould |
| Burlington County | Jerald R. Cureton Carol Ann Thomas |
| Camden County | Thomas Gurick J. Douglas Griffith |

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| Gloucester County | Charles E. Romick |
| Mercer County | (not represented) |
| City of Chester | William Payne |
| City of Philadelphia | Lawrence 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 | Lyn Kirshenbaum |
| 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 | Christopher Patton |
| New Jersey Transit Corporation | Brent Barnes |
| Port Authority Transit Corporation | Thomas Hickey |
| Delaware River Port Authority | (not represented) |
| New Jersey Department of Environmental Protection | (not represented) |
| Pennsylvania Department of Environmental Protection | Michael Shea |

Pennsylvania Department of Community and
Economic Development

Ronald K. Bednar

Regional Citizens Committee Chairman

Patrick Starr

DVRPC Co-Counsel

Pennsylvania Co-Counsel
New Jersey Co-Counsel

Kenneth Zielonis
(not represented)

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

Guests

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| Pennsylvania Department of Transportation | Robert Hannigan Sam Prasad Greg Brown (Dist. 6-0) |
| New Jersey Department of Transportation | Jerry Mooney Al Prant |
| New Jersey Governor's Authorities Unit | William Dengler |
| Montgomery County Planning Commission | Kenneth Hughes |
| Camden County Freeholder's Office | Eve R. Charles |
| Southeastern Pennsylvania Transportation Authority | Richard Burnfield |
| Pennsylvania Turnpike Commission | John Durbin Timothy Smith |
| New Jersey Turnpike Authority | Hamid Ghadimy |
| Bucks County TMA | William Rickett |
| TMA of Chester County | Michael Herron |
| Delaware County TMA | Cecile Charlton |
| Greater Valley Forge TMA | Peter Quinn |
| Partnership TMA | Peggy Dawson Schmidt |
| Cross County Connection TMA | William Ragozine |
| Chester County Commissioners Office | Stephanie Phillips |
| WorkForce 21 | Michael D. Van Stine |

Call to Order

Chairman Timothy J. Carson called the meeting to order at 10:35 a.m. Chairman Carson introduced the incoming Regional Citizens Committee Chair, Patrick Starr, and Freeholder Thomas Gurick, representing Camden County.

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 22, 2001

On a **motion** by Mr. Hanna, seconded by Mr. King, the minutes of the meeting of February 22, 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 PA0117 - Smart Bridges (Delaware River Port Authority)

Mr. Claffey explained that DRPA has been awarded an ITS Deployment Program earmark for their Smart Bridges project in the amount of \$995,000. This former TIP project must now be added back to the current TIP. DRPA will match the earmarked funds in an equal amount, for a total cost of \$1.990 million.

The Smart Bridges project will integrate various ITS applications from planning, systems engineering, and operations perspectives. It will enhance communication and incident response capabilities and support evolving regional and national ITS architecture.

There will be no impact on financial constraint or the conformity finding.

b. TIP Action PA0118 - Passyunk Avenue Drawbridge Rehabilitation (PennDOT)

Mr. Claffey stated that PennDOT has requested DVRPC to amend the TIP by adding the Passyunk Avenue Drawbridge Rehabilitation project. The District

Bridge Unit has determined that there are mechanical repairs needed to the hardware that operates the opening of the bridge.

The preliminary engineering phase will be programmed in FY 2001 at a total cost of \$350,000 (\$280,000 federal, \$70,000 state). The current construction estimate is \$1.7 million and will be shown in "Later Fiscal Years."

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

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

- c. TIP Action NJ0106 - East Atlantic Avenue Bicycle/Pedestrian Trail (Camden County)

Camden County has requested that DVRPC amend the TIP by adding the preliminary engineering phase of the East Atlantic Avenue Bicycle/Pedestrian Trail project to the TIP at a total cost of \$300,000. The proposed eight to ten-foot wide trail would run parallel to a freight rail line and link twelve municipalities from Oaklyn to Clementon, for a distance of about 11 miles.

Financial constraint will be maintained by drawing funds from the DVRPC Project Development Line Item (DB #X80B). Also, the TIP's conformity finding will not be impacted by this action.

- d. TIP Action NJ0107 - NJDOT Adjustment Package

Mr. Claffey explained that NJDOT has requested DVRPC to amend the TIP by adding one new project and adjusting the cost and schedules of two existing projects. The changes are as follows:

- (1) Route 195 Eastbound Resurfacing (DB #00334), Mercer County - Add this new project to the TIP, programming \$2 million for construction in FY 2001 and \$6.2 million for construction in FY 2002. The project spans from west of Rt. 206 to east of Robbinsville-Allentown Rd. in Hamilton and Washington Townships. This is the companion project to the Rt. 195 Westbound Resurfacing project that was authorized in FY 2000.

Financial constraint will be maintained in FY 2001 using funds available from the fiscal constraint bank combined with the right-of-way funds from the Rt. 9 Bridge over Bass River project. The right-of-way funds for this project were authorized in FY 2000. Financial constraint in FY 2002 will be maintained using funds from the Route 41/42 Freeway project. This project will be programmed with state funds instead of federal funds.

- (2) I-95/Scotch Rd. Interchange (DB #9194), Mercer County - Increase the amount programmed in FY 2001 from \$10 million to \$16 million. A pump station has been added to the project and previously unknown utilities were discovered since the original cost estimate was made.

Financial constraint will be maintained using funds from the Rt. 29 Boulevard Landscaping project and the Marlton Circle Elimination project, neither of which will be ready to advance in this fiscal year.

- (3) Routes 70/73 Marlton Circle Elimination (DB #567), Burlington County - Add the \$600,000 preliminary design phase back to the TIP in FY2002. Financial constraint will be maintained by deferring the design phase from FY01 to FY03 and the right-of-way phase from FY02 to FY04.

Financial constraint will be maintained through adjustments to other existing TIP projects whose schedules or costs have changed and the TIP's conformity finding will not be impacted by this action.

Favorable recommendation was received from the Planning Coordinating Committee/Regional Transportation Committee (PCC/RTC) for the Board to approve TIP Action PA0117, PA0118, NJ0106 and NJ0107.

The Regional Citizens Committee (RCC) recommended approval of TIP Action PA0117, PA0118, and NJ0106. The RCC also recommended approval of TIP Action NJ0107, but notes that the RCC, as recorded in the past, opposes the I-95 Scotch Road project. Also, the RCC asks that NJDOT reconsider the Marlton Circle elimination in light of recent research and FHWA guidance on traffic calming mechanisms such as roundabouts.

John J. Coscia, DVRPC Executive Director responded that the I-95 Scotch Road project improvements are necessary for the Hugh Merrill/Lynch development being constructed. With reference to the Marlton Circle elimination request, Mr. Coscia assured the RCC that their recommendation would be forwarded to NJDOT for consideration.

After discussion, the Board unanimously adopted the following **motion**:

MOTION by Mr. Loeben, seconded by Mr. Hanna; that the Board approve: (1) TIP Action PA0117, DRPA's request to add the Smart Bridges project back to the TIP; (2) TIP Action PA0118, PennDOT's request to add the preliminary engineering phase of the Passyunk Ave. Drawbridge Rehabilitation project; (3) TIP Action NJ0106, Camden County's request to add the preliminary engineering phase of the East Atlantic Avenue Bike/Pedestrian Trail project; and (4) TIP Action NJ0107, NJDOT's request to add the Route 195 Eastbound Resurfacing project, increase the amount programmed for the I-95/Scotch Road Interchange from \$10 million to \$16 million, and add back to the TIP the \$600,000 preliminary engineering phase of the Routes 70/73 Marlton Circle Elimination project.

3. FY 2002 Planning Work Program Amendment: PennDOT Transportation Management Association (TMA) Proposed Work Program Funding

Donald Shanis, DVRPC staff, explained that the TMA program was developed to provide operating assistance to public-private partnerships to support their travel demand management promotional work as a means to mitigate traffic congestion and improve regional air quality. This is an ongoing program, renewable annually. In FY 2001, PennDOT requested that DVRPC assume joint oversight of work program development and execution.

There are currently five TMAs serving suburban areas in southeastern Pennsylvania and one planning to serve central Philadelphia. As part of their assistance grants, each suburban TMA undertakes generally similar work. The newly formed Central Philadelphia TMA's work program is tailored to the particular transportation needs of Center City. The individual Work Programs (distributed to the Board), contains descriptions of the work each of them plans to undertake if their application is approved.

Until FY 2001, each TMA could apply for a maximum of \$100,000, and an additional

\$100,000 was made available regionally for a competitive Supplemental Grant program for selected additional work elements. For FY 2002, PennDOT agreed to consider up to an additional \$60,000 per TMA, to eliminate the Supplemental Grant Program, and to make funding available for an additional TMA, if member governments should so choose.

The Bucks County, Chester County, Delaware County, Greater Valley Forge, and Partnership TMAs have applied for \$160,000 each in two-part work programs - the core program for \$100,000, and additional work for up to \$60,000. The Central Philadelphia TMA has applied for \$100,000. The total application package totals \$900,000 (\$720,000 CMAQ, \$180,000 local match).

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

Mr. Coscia commented that the TMAs are truly DVRPC's partners as a bridge to the business community and believes that every effort should be made to continue this coordination with the local business and municipalities.

Favorable recommendation was received from the PCC/RTC.

The RCC recommends that Dennis Winters act as the RCC representative on the RTC's subcommittee to review TMA applications, and also notes several concerns:

- (1) There needs to be more stringent guidelines for evaluation of TMA's;
- (2) There needs to be restrictions in place to ensure that CMAQ funding awarded to TMAs will not be used to promote single occupancy vehicles; and,
- (3) TMAs should be moving toward becoming independent of public support.

Colin Hanna, Chester County, questioned the public/private funding sources and asked if and how the TMAs performance is measured and evaluated.

Dr. Shanis responded that each TMA is building a solid base for private funding with the key businesses in the region.

Mr. Hanna requested the DVRPC staff prepare a report for the Board which indicates TMA performance measures and private funding sources.

Mr. Coscia responded that the staff would provide this report to the Board.

After discussion, the Board unanimously adopted the following **motion**:

MOTION by Ms. Bush, seconded by Mr. Pickett that the Board approve TMA Assistance Grant work programs for a total grant of \$160,000 each (\$128,000 CMAQ, \$32,000 local match) to the Bucks County, Chester County, Delaware County, Greater Valley Forge and Partnership TMAs, and approve a \$100,000 grant (\$80,000 CMAQ, \$20,000 local match) to the newly-formed Central Philadelphia TMA for a total program of \$900,000 (\$720,000 CMAQ, \$180,000 local match), and to amend the current TIP to provide the additional funds.

4. FY 2001 Pennsylvania and FY 2002 New Jersey Job Access and Reverse Commute Competitive Grant Program – Project Priorities and TIP Commitment

Barry Seymour, DVRPC Staff, briefed the Board and explained that the Transportation Equity Act for the 21st Century (TEA-21) includes a five year (FY 1999 to FY 2003), Federal Transit Administration (FTA) Initiative entitled the Job Access and Reverse Commute Competitive Grant Program. This program is intended to help fund transportation services and supportive activities that facilitate access to jobs for welfare and lower income persons, as well as reverse commute trips for the general population. A total of \$75 million was available each year, nationwide, for this program in Fiscal Years 1999, 2000 and 2001. For FY 2001, the Southeastern Pennsylvania Transportation Authority has received an approximate \$3 million earmark, while New Jersey did not receive any funding. The FY 2002 program has not yet been announced by the FTA. A 50% non-Department of Transportation funds match is required.

FTA regulations require metropolitan planning organizations (MPO's), in regions over 200,000 population, to select project applicants, evaluate the consistency of proposed projects with an adopted Regional Job Access and Reverse Commute Transportation Plan and commit to add projects to the regional Transportation Improvement Program (TIP), pending grant approvals.

In December 2000, SEPTA informed DVRPC that they would open their earmark to

a competitive process, and New Jersey TRANSIT decided to conduct a competitive process for the FTA's prospective FY 2002 program. Following project solicitations in early January 2001, DVRPC received seven Letters of Intent from Pennsylvania applicants and three from New Jersey applicants (an additional New Jersey project was included in one of the Pennsylvania Letters of Intent) by the February 5 deadline. Following staff review of the submissions, the Board acted on February 22, and found that: (1) all of the proposed projects were consistent with DVRPC's adopted Job Access Plan; (2) all of the potential applicants were qualified to undertake the services proposed; and (3) each applicant should continue to work with SEPTA and NJ TRANSIT to complete the full application process.

Following the Board's February action, DVRPC convened a Special Committee (composed of city, county, public transit agencies, Regional Citizens Committee, U.S. Department of Housing and Urban Development and Philadelphia Workforce Development (Greater Philadelphia Works) representatives which met on March 16, to develop separate project priorities for each state. The recommended project priorities by state were distributed to the Board. New Jersey DOT and NJ TRANSIT have requested these recommendations be submitted to them as soon as possible, so they can be included in their respective applications to the FTA by April 1, 2001.

The following **motion** was made:

MOTION by Mr. Romick, seconded by Ms. Bush; that the Board adopt Resolution No. B-FY01-007 (copy attached) approving the Project Priorities for the Pennsylvania (FY 2001) and New Jersey (FY 2002) Reverse Commute Competition Grant Program Applicants and approve a TIP Commitment for future project grant approvals.

Public comment was recognized from Michael D. Van Stine, Chairman and CEO of *WorkForce21*. Mr. Stine raised concerns regarding the special committee's recommendation against funding for *WorkForce21*'s Job Access and Reverse Commute project. These concerns focused on the selection process, and the proposal development process. Specifically, Mr. Van Stine would like to see the selection process include an informational meeting with attendance by subcommittee members and applicants to clarify critical project details. He was also confused by requirements surrounding the development of proposed service routes for the Letter of Intent, as well as FTA certification requirements for drivers and vehicles provided by faith-based organizations. He also indicated that he would like more detailed communications during the proposal development

process. Mr. Stine requested that the Board defer final approval of the priority projects until the issues of concern for faith-based projects are resolved.

Robin Mayhew, Federal Transit Administration (FTA), reported that, at this time, she could not authorize an extension to the FTA deadline of April 1, 2001. A formal request could be submitted for an extension, however, Ms. Mayhew cannot predict the outcome.

John Pickett, Delaware County representative, commented that Delaware County supported the *WorkForce21* project. Mr. Pickett believes that it is not specifically a faith-based project that is the problem, but the issues of insurance, driver training, testing of drivers, etc. which tend to exclude the more informal providers of transportation. He inquired whether the FTA could clarify their regulations and if they were flexible.

Ms. Mayhew responded that the FTA has a number of regulations and requirements which all grantees must sustain.

Richard Burnfield, SEPTA, commented that in most instances the type of service which was recommended in the *WorkForce21* proposal is a duplication of the service already in those areas.

Mr. Coscia suggested that with respect for the FTA deadline of April 1, 2001 it would be prudent for the Board to approve the selected applicants at this time, however, continue to reconsider the *WorkForce21* proposal.

Chairman Carson voiced an amendment to the main **motion** recommending it state that the *WorkForce21* proposal be reconsidered.

The Board unanimously adopted the amended **motion** as follows:

MOTION by Mr. Hanna, seconded by Mr. Pickett; that the Board adopt Resolution No. B-FY01-007 (copy attached) approving the Project Priorities for the Pennsylvania (FY 2001) and New Jersey (FY 2002) Reverse Commute Competition Grant Program Applicants, and approve a TIP Commitment for future project grant approvals and that the DVRPC staff continue work with *WorkForce21* to reconsider their proposal.

5. Proposed Amendments to the Tri-County Water Quality Management Plan

a. East Greenwich Township, Gloucester County

Ben Ginsberg, DVRPC staff, explained that Remington and Vernick Engineers, on behalf of East Greenwich Township, have requested an amendment to the Tri-County Water Quality Management Plan. The amendment would establish a comprehensive Wastewater Management Plan (WMP) for East Greenwich Township, Gloucester County.

The WMP would allow the Township to expand its existing sewer service area by 1,575 acres to include the areas designated as business, industrial and rural residential cluster zones by the Township Zoning Map.

The expanded sewer service area will be identified as a “future growth area” on the 2025 Land Use Plan.

The Tri-County Water Quality Management Board recommends approval of this amendment.

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

MOTION Mr. Romick, seconded by Mr. Griffith; that the Board approve the Tri-County Water Quality Management Plan amendment for East Greenwich Township, Gloucester County by passing Resolution No. B-FY01-008 (copy attached).

b. Gloucester County Municipal Utilities Authority

Mr. Ginsberg briefed the Board on this request from the Gloucester County Utilities Authority (GCUA) to amend the Tri-County Water Quality Management Plan. The amendment would increase GCUA’s influent flow to its wastewater treatment plant from the present permitted capacity of 24.1 mgd to 27.0 mgd.

The amendment would not change the permitted effluent level for the GCUA plant, which would remain at 24.1 mgd. In this case, the allowed influent level will be different from the effluent level.

GCUA intends to supply up to 10.0 mgd of treated effluent to the PSE&G Corporation’s proposed Mantua Creek Generating Station for use in all of its electric generating processes.

The Tri-County Water Quality Management Board recommends approval of this amendment.

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

MOTION Mr. Romick, seconded by Mr. Griffith; that the Board approve the Tri-County Water Quality Management Plan amendment for the Gloucester County Municipal Utilities Authority by passing Resolution No. B-FY01-009 (copy attached).

6. Regional Citizens Committee (RCC) Report

Patrick Starr, RCC Chairman, reported the activities from the RCC meeting of March 13, 2001. Mr. Starr noted that, in an effort to expand citizen participation at the RCC meetings, he urges the Board to submit recommendations for new members (particularly in New Jersey). He also encouraged the TMAs to attend the RCC meetings.

Mr. Starr also commented that, as Chair, he will make every effort to keep the RCC meeting agendas on course which could also help shorten the meetings.

7. Pennsylvania Turnpike Commission Long Range Plan

Chairman Carson introduced John Durbin, Executive Director, Pennsylvania Turnpike Commission. Mr. Durbin presented to the Board a brief overview of the Turnpikes' infrastructure needs. The Turnpike is 60 years old and the entire length will be reconstructed at a cost of \$6-7 billion. Mr. Durbin continued to say that this reconstruction will include a new fare collection system, E-Z Pass expansion, ITS implementation, and new or renovated service plazas.

Mr. Durbin then introduced Timothy Smith, Office of Programs and Development, Pennsylvania Turnpike Commission. Mr. Smith presented to the Board a broad overview of the current planning efforts for the Turnpike.

8. Executive Directors' Report

a. Year 2000 Census vs. DVRPC Year 2000 forecasts

Mr. Coscia pointed out the Year 2000 Census vs. DVRPC Year 2000 Forecasts (distributed to the Board) and explained that a more detailed report would be presented in the future.

b. Ozone Action Partnership Board Meeting, February 26, 2001

The Ozone Action Partnership Board Meeting was held on February 26, 2001. The Ozone Action Kick-Off is scheduled for May 15, 2001 at the Franklin Institute, Philadelphia. The Ozone Action forecasting season will run through May 15, 2001-September 1, 2001.

c. FHWA/FTA National Operations Regional Dialogue Session

DVRPC in conjunction with the U.S. Department of Transportation will host a Regional Dialogue Session focusing on transportation management and operations on Thursday, May 10, 2001 at that Doubletree Hotel in Center City Philadelphia. Attendees will be selected and invited to share their perspectives on improved transportation systems performance.

d. Year 2025 Land Use and Transportation Plan Public Meetings

The Year 2025 Land Use and Transportation Plan Public Meetings have been scheduled as follows:

Wednesday, April 4, 2001 - 4:30-6:30 p.m.
Burlington Meeting House and Conference Center, Burlington City, NJ

Wednesday, April 11, 2001 - 4:30-6:30 p.m.
Valley Forge Park Visitors' Center, Valley Forge, PA

Wednesday, April 16, 2001 - 4:30-6:30 p.m.
International House, Philadelphia, PA

9. Committee Reports

The following Committee Reports were distributed to the Board for their review:

(1) PCC/RTC; (2) RCC; (3) Regional Land Use and Development Committee; (4) Regional Aviation Committee; and (5) Tri-County Water Quality Management Board.

OLD BUSINESS

Pennsylvania Infrastructure Investment Authority (PENNVEST) Funding Request in Chester County: Philadelphia Suburban Water Company

Philadelphia Suburban Water Company - Request for \$19,165,613 PENNVEST loan to upgrade the existing Ingrams Mill water treatment facility in East Bradford Township. This facility serves the Borough of West Chester, East Goshen Township, and portions of East Bradford and Westtown townships.

Mr. Seymour explained that at its February 22, 2001 meeting, the Board deferred action on this PENNVEST application. The concern was raised that part of this project would extend a water service line into areas that are designated within the Chester county's *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. Since that time, representatives from the Chester County Planning Commission have discussed this issue with Philadelphia Suburban Water for additional clarification. The County Planning Commission's concern has been addressed. Therefore, there are no further objections to this project.

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

MOTION by Mr. Hanna, seconded by Mr. Pickett; that the Board authorize the Executive Director to send letter notifying PENNVEST that the Philadelphia Suburban Water Company application for funding in Chester County is consistent with the DIRECTION 2020 Plan.

NEW BUSINESS

No new business was stated.

There being no further business, the meeting was adjourned at 12:30 p.m.

Attachments:

- (1) Resolution Nos. B-FY01-007, B-FY01-008, B-FY01-009
- (2) PCC/RTC Recommendations to the Board for March 22, 2001
- (3) RCC Recommendations to the Board for March 22, 2001

Additional Documents distributed to the Board:

- (1) *Alert*, , 2001
- (2) *Freight Lines*, March, 2001
- (3) *TravelSmart*, March 2001
- (4) *DVRPC Newsletter*, Winter 2001
- (5) DVRPC Technical Memorandum entitled: *1998 and 1999 Vehicle Miles of Travel in the Delaware Valley Region*
- (6) Brochure entitled: *Improving US 202*
- (7) NARC Newsletter entitled: *Regions* (January/February 2001)

