

# DELAWARE VALLEY REGIONAL PLANNING COMMISSION

## BOARD COMMITTEE

### Minutes of Meeting of June 27, 2002

Location: Commission Officer  
The Bourse Building, 8<sup>th</sup> Floor  
111 S. Independence Mall, East  
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

Deirdre Naughton, Esq.

Governor of Pennsylvania's Appointee

Caroline Anderson Novak

Pennsylvania Governor's Policy Office

Robert E. Baker, Jr.

Pennsylvania Department of Transportation

Thomas TenEyck

Bucks County

Charles H. Martin

Chester County

Colin A. Hanna  
William H. Fulton  
Charles C. Coyne

Delaware County

John E. Pickett

Montgomery County

Lewis F. Gould, Jr., Esq.  
Kenneth Hughes

Burlington County

Jerald R. Cureton, Esq.  
Carol Ann Thomas

Camden County

Thomas J. Gurick  
J. Douglas Griffith

Gloucester County	Charles E. Romick
Mercer County	(not represented)
City of Chester	(not represented)
City of Philadelphia	Maxine Griffith Gary Jastrzab
City of Camden	Robert L. Wisniewski
City of Trenton	(not represented)
<u>Non-Voting Members</u>	
Federal Highway Administration New Jersey Division Pennsylvania Division	Lawrence Cullari (not represented)
U.S. Department of Housing and Urban Development, Region III	Laura Pelzer
U.S. Environmental Protection Agency, Region III	(not represented)
U.S. Environmental Protection Agency, Region II	(not represented)
New Jersey Office of Smart Growth	Edward Fox
Federal Transit Administration, Region III	Keith Lynch
Southeastern Pennsylvania Transportation Authority	Jerry Kane
New Jersey Transit Corporation	Brent Barnes
Port Authority Transit Corporation	Linda Hayes
Delaware River Port Authority	Marcy Feldman-Rost
New Jersey Department of Environmental Protection	(not represented)
Pennsylvania Department of Environmental Protection	(not represented)

Pennsylvania Department of Community and  
Economic Development

(not represented)

Regional Citizens Committee Chairman

Patrick Starr

DVRPC Co-Counsel

Pennsylvania Co-Counsel  
New Jersey Co-Counsel

Michael Burg, Esq.  
Thomas Coleman, Esq.

DVRPC Staff: John J. Coscia, John B. Claffey, Barry Seymour, William Greene, Donald Shanis, Richard Bickel, Candace Snyder, and Jean McKinney.

Guests

Pennsylvania Department of Transportation

Robert Hannigan  
Greg Brown (Dist. 6-0)

New Jersey Department of Transportation

Brian Cuccia

City of Philadelphia

Larry Wilson

Federal Highway Administration

Bill Hoffman  
Patty Leech

Southeastern Pennsylvania Transportation Authority

Catherine Popp-McDonough

Cross County Connection Transportation  
Management Association

William Ragozine

10,000 Friends of Pennsylvania

Oliver Carley

Residents for Regional Traffic Solutions, Inc.

Sue Herman  
John W. Cowley  
Karen A. Friedman  
Richard Tonge

**Call to Order**

Chairman Jerald R. Cureton, Esq. called the meeting to order at 10:38 a.m.

Chairman Cureton recognized Charles C. Coyne, Esq. and awarded Mr. Coyne a Certificate of Excellence for over 20 years of outstanding dedicated service as a member of the DVRPC Board.

Colin A. Hanna, Chester County, also commended Mr. Coyne for his representation as the Chester County alternate to the DVRPC Board.

Mr. Coyne thanked the DVRPC Board and Mr. Hanna for the recognition and commented on the importance of DVRPC's contributions to the region .

## **Public Comments**

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

### **1. Minutes of Meeting of May 23, 2002**

On a **motion** by Mr. Hanna, seconded by Mr. Romick, the minutes of the meeting of May 23, 2002 were approved as distributed.

### **2. Transportation Improvement Program (TIP) Actions**

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

#### **a. TIP Action PA01-72 - Cross County Trail (Montgomery County)**

PennDOT has requested that DVRPC modify the FY 2001-2004 TIP for Pennsylvania by increasing final design funding by \$748,000 (\$598,000 CMAQ/\$150,000 Local Match.) The trail extends from the Schuylkill River Trail in Conshohocken Borough to the Fort Washington Train Station in Whitemarsh, roughly nine miles in length. The county has since altered the alignment, added an additional 1.25 miles to the county portion of their project, has been able to negotiate with a developer to add another 2.5 miles to the trail, and made an agreement with Upper Dublin to manage an additional 4.75 miles of the project in that township (a total increase in 9 miles to the trail). The changes require additional engineering and more extensive environmental impact analysis. Further, the original engineering was based on the county's experience in building the Schuylkill River Trail which was less complicated and constructed within an existing corridor. PennDOT also proposes to move the ROW phase (\$500,000 CMAQ/\$125,000 Local Match) to Later Fiscal Years.

Financial constraint will be maintained by making adjustments to other existing TIP projects whose schedules or costs have changed. A Fiscal constraint chart provided by PennDOT showing all of the adjustments taking place, including several that are being handled by staff as Administrative Actions in accordance with the TIP Memorandum of Understanding was distributed to the Board. All projects listed contribute to fiscal constraint.

There will be no impact on the TIP's conformity finding since this project is exempt and DVRPC has determined that this project is consistent with the goals and objectives of the region's long range transportation plan.

b. TIP Action PA01-73 - Chester Valley Trail (Montgomery County)

PennDOT has requested that DVRPC amend the FY 2001-2004 TIP for Pennsylvania by increasing the final design funding by \$511,000 (\$409,000 CMAQ/ \$102,000 Local Match). Unexpected difficulties and expense in right of way acquisitions require an altered alignment, and additionally, the original engineering was based on the county's experience in building the Schuylkill River Trail which was less complicated and constructed within an existing corridor. The county underestimated how much it would cost to design the trail.

Financial constraint will be maintained by making adjustments to other existing TIP projects whose schedules or costs have changed. A fiscal constraint chart provided by PennDOT was distributed to the Board. All projects listed contribute to fiscal constraint.

There will be no impact on the TIP's conformity finding since this project is exempt and DVRPC has determined that this project is consistent with the goals and objectives of the region's long range transportation plan.

Favorable recommendation was received from the Planning Coordinating Committee/Regional Transportation Committee (PCC/RTC) that the Board approve TIP Action PA01-72 and TIP Action PA01-73.

The Regional Citizens Committee (RCC) recommended that the Board approve TIP Action PA01-72. The RCC also favorably recommended that the Board approve TIP Action PA01-73, with the proviso that no rail freight activity will be impeded.

Mr. Claffey responded that no active rail lines will be impeded as a result of this TIP Action.

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

**MOTION** by Mr. Hanna, seconded by Mr. Gould, that the Board approve:  
(1) TIP Action PA01-72, PennDOT's request to modify the FY 2001-2004

TIP for Pennsylvania by increasing the FY 2002 final design phase by \$748,000 (\$598,000 CMAQ/\$150,000 Local Match ) and moving the right of way phase (\$500,000 CMAQ/\$125,000 Local Match) to Later Fiscal Years; and (2) TIP Action PA01-73, PennDOT's request to modify the FY 2001-2004 TIP for Pennsylvania by increasing the FY 2002 final design phase by \$511,000 (\$409,000 CMAQ/\$102,000 Local Match).

c. TIP Action NJ02-13 - FY 2002 Traffic Signal Improvements  
(Burlington County)

Burlington County has requested that DVRPC amend the FY 2002-2004 TIP for New Jersey by adding a new project to the TIP with a \$1.396 million construction phase. The county has identified 18 intersections and several school locations that are in need of new controllers, left turn arrows, safety and power equipment, and has funded the design in-house. The project would be funded by drawing down \$1,396,000 from the DVRPC Future Projects DB #D026.

Financial constraint will be maintained by drawing down funds from DB #D026.

There will be no impact on the TIP's conformity finding since this project is exempt and DVRPC has determined that this project is consistent with the goals and objectives of the region's long range transportation plan.

d. TIP Action NJ02-14 - Traffic Signal Battery Backup Retrofit System  
(Gloucester County)

Gloucester County has requested that DVRPC amend the FY 2002-2004 TIP for New Jersey by adding a new project to the TIP: the Traffic Signal Battery Backup System, programming \$500,000 of construction funding in FY02. The county proposes funding the project by drawing down a portion of the currently unauthorized funds programmed for construction in the Tuckahoe Road, Section 6 (DB #D029) project which will not proceed during the current fiscal year due to a delay caused by necessary right of way documentation. The project would retrofit existing compatible traffic signal controllers with a battery backup system which would allow the traffic signal system to continue normal operation during power failures and prevent the system from going into "flash" mode.

Financial constraint will be maintained by making adjustments to DB #D029.

There will be no impact on the TIP's conformity finding since this project is exempt and DVRPC has determined that this project is consistent with the goals

and objectives of the region's long range transportation plan.

Favorable recommendation was received from the PCC/RTC and the RCC that the Board approve TIP Actions NJ02-13 and NJ02-14.

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

**MOTION** by Mr. Romick, seconded by Mr. Gurick, that the Board approve: (1) TIP Action NJ02-13, Burlington County's request to amend the FY 2002-2004 TIP for New Jersey by adding a new project to the TIP. The Traffic Signal Improvements project would program \$1,396,000 for construction in FY 2002 by drawing down the same amount from the DVRPC Future Projects #D026; and (2) TIP Action NJ02-14, Gloucester County's request to amend the FY 2002-2004 TIP for New Jersey by adding a new project to the TIP. The Traffic Signal Battery Backup System project would program \$500,000 for construction in FY02 by shifting the same amount out of the currently unobligated Tuckahoe Road, Section 6 (DB #D029) FY 2002 construction phase.

**3. DVRPC Annual Self-Certification of the Regional Transportation Planning Process**

John J. Coscia, Executive Director explained that the final Rulemaking on the Intermodal Surface Transportation Efficiency Act (ISTEA) Metropolitan Planning Requirements dated October 28, 1993 requires that the Metropolitan Planning Organization (MPO) annually certify to the Federal Highway Administration and Federal Transit Administration that its transportation planning process is addressing the major issues facing the area and is being conducted in accordance with all applicable requirements.

Rulemaking for the new TEA 21 has not been adopted as of this date, but it is presumed that the Annual Self Certification Requirements remain the same.

Mr. Coscia continued to say that Section 450.334 of the Final Rulemaking lists

specific requirements which must be addressed. DVRPC's conformity with these requirements are as follows:

1. Improvements to the transportation system in the region have been the result of continuing, cooperative, and comprehensive planning process carried out by state and local officials.
2. The transportation planning process, including the adoption of the TIP, is consistent with the Clean Air Act and is in conformance with the applicable State Implementation Plans.
3. Private citizens, affected public agencies, representatives of transportation agency employees, other affected employee representatives, private providers of transportation, and other interested parties were provided with a reasonable opportunity to comment on the TIP and planning process.
4. The TIP includes a financial plan that demonstrates how the TIP can be implemented, indicates resources from both public and private sources that are reasonably expected to be available, and recommends innovative financing techniques.
5. DVRPC's planning process is administered in accordance with FTA Circular 4702.1, Title VI, and DVRPC employment practices comply with FTA Circular 4704., Equal Employment Opportunity Guidelines for Grant Recipients.
6. DVRPC's programs are conducted consistent with Title 49 CFR Part 23 as implemented by FTA Circular 4716.1A regarding disadvantaged business enterprise programs.
7. The Region's public transit operators have certified that they are making special efforts to provide transportation services which can be utilized by elderly and handicapped persons.
8. Congestion Management System phase-in requirements for non-attainment Transportation Management Areas have been met.
9. Environmental justice for low income and minority populations is being addressed.

10. The provision of 49 CFR part 20 regarding restrictions on influencing certain activities has been met.

Favorable recommendation was received from the PCC/RTC and the RCC that the Board adopt Resolution No. B-FY01-014.

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

**MOTION** by Mr. Baker, seconded by Mr. Hanna that the Board adopt Resolution No. B-FY02-014 (copy attached) certifying that the DVRPC transportation planning process is in conformance with federal regulations implementing TEA-21, the Clean Air Act Amendments, and other federal legislation.

**4. Adoption of the DVRPC FY 2003 Transportation Improvement Program (TIP) for New Jersey (FY 2003-FY 2005) and Pennsylvania (FY 2003-FY 2006)**

Charles Dougherty, DVRPC staff, explained to the Board that Federal law and planning regulations require the development of a Transportation Improvement Program (TIP) for the metropolitan region to become eligible for federal transportation funds. The creation of this document is to be done by the MPO in cooperation with the state and the transit operators, and must provide opportunity for input and comment by the public. Mr. Dougherty thanked the counties, the state DOT's, the operating agencies, and the DVRPC committees for their participation and coordination in the development of the TIP.

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 November 2001 on the development of the FY 2003-2005 TIP for the New Jersey portion of the region and the FY 2003-2006 TIP for the Pennsylvania portion of the region. The New Jersey and Pennsylvania Subcommittees of the RTC, under the direction of the DVRPC staff, have been working on a draft TIP that meets the requirements of the federal laws and regulations, including those concerning financial constraint and air quality. In addition, DVRPC and PennDOT held a public meeting in the fall to gather input for the PA transportation program, while DVRPC conducted outreach through its Problem Identification and Prioritization project to gather input for the Study and Development Program portion of the New Jersey Transportation Program.

The Draft FY 2003-2005 TIP for the New Jersey portion of the region contains nearly 190 projects averaging over \$300 million per year during the next three years. It includes \$165 million per year on projects primarily addressing the highway system and \$139 million per year on transit projects for DRPA/PATCO and NJ TRANSIT.

The Draft FY 2003-2006 TIP for the Pennsylvania portion of the region contains well over 500 projects averaging over \$860 million per year during the next four years. It includes over \$440 million per year on projects primarily addressing the highway system and nearly \$420 million per year on transit projects for SEPTA, Pottstown Urban Transit, and the state's Keystone Service.

The projects in the Draft TIP represent a consensus of the regional improvements that should be made. The TIP has been fiscally constrained to the available financial resources identified by PennDOT and NJDOT and negotiated for this region's projects. All non-exempt projects have been included in the regional conformity analysis.

The Draft TIP document was made available for public review during a 30-day period which ended on June 5, 2002. The document was published on the Internet, copies were placed at 34 major public libraries in New Jersey and Pennsylvania, and three public meetings were held to give the public the opportunity to pose questions about the process and projects to state, county, transit, and DVRPC staff. Thirty five members of the public attended the meetings which were held in Blackwood, NJ, Phoenixville, PA, and Philadelphia. Legal notices of the public comment process and the public meetings were published in the *Inquirer*, the *Tribune*, *La Actualidad*, the *Trenton Times* and the *Courier Post*. Media releases were also issued preceding the public comment period.

DVRPC's website played a vital part in our public outreach effort. The entire Draft TIP document was placed on our website, as were the dates and locations of the public meetings and general information about the TIP development process. The site even included a new TIP search feature. Many people downloaded the TIP materials from the site. The TIP page is often one of the most frequently hit pages on the DVRPC website.

In response to Title VI and Environmental Justice concerns, outreach was targeted to specific communities as well as to the region as a whole. DVRPC sent notices of the public comment period and the scheduled public meetings to approximately 1200 individuals and organizations representing traditional and underserved transportation users, minority and low income populations, chambers of commerce, the welfare-to-work community, and other citizens.

Over 60 individuals or agencies provided written comments on the TIP. Many of our partner agencies contributed responses to these comments. The public comments and agency responses were provided to the Board for their review and

consideration.

The RTC, on the advice of its New Jersey and Pennsylvania Subcommittees, is recommending Board adoption of the FY 2003 TIP, with the changes (distributed to the Board) developed by the subcommittees.

Also distributed to the Board was a memo with reference to recommended changes to the Pennsylvania TIP Memorandum of Understanding. The Memorandum of Understanding prescribes special procedures for expediting amendments and modifications which allow the MPO to streamline how changes can be made to a TIP after it has been adopted.

Adoption of the TIP at this meeting will permit the inclusion of the DVRPC TIP, along with the TIPs from the other MPOs, in the Statewide TIPs (STIP) of both states for timely submission of those documents by NJDOT and PennDOT to the federal funding agencies for approval before the current TIP expires on September 30, 2002.

Mr. Dougherty also explained that the Clean Air Act Amendments of 1990 (CAAA) require that Transportation Plans and Programs conform to the applicable State Implementation Plans for air quality and follow the Final Conformity Rule provided by US EPA and DOT. Funding of new projects in nonattainment areas such as the DVRPC region is dependent upon the TIP and Plan being found to conform to the purposes of the State Implementation Plan and the CAAA. TIPs may be determined to conform if their projects are drawn from conforming plans.

DVRPC's conformity analysis of the Horizons 2025 Transportation Plan and the FY 2003 TIP determined that emissions of monitored pollutants for each analysis year is less than the permitted budgets and that the TIP and the Plan contribute to the achievement and maintenance of the national ambient air quality standards. The FY 2003 TIP has been drawn from the Plan. Therefore, the TIP has been found to conform with the requirements of the CAAA as set forth in the Final Conformity Rule.

The FY 2003 TIP for New Jersey and Pennsylvania is fiscally constrained to funds reasonably available to the region.

Favorable recommendation was received from the PCC/RTC that the Board adopt the DVRPC FY 2003 TIP.

The RCC also recommended adoption of the DVRPC FY 2003 TIP, however, the RCC refers the Board to its previously submitted comments and again emphasizes its resolution on Swamp Road (attached to the RCC Recommendations to the Board for June 27, 2002 as part of these minutes).

Sue Herman, representing the Residents for Regional Traffic Solutions, Inc., (RRTS) a regional citizens group from five townships (Lower Makefield, Upper Makefield, Newtown, Wrightstown, and Northampton) directly affected by heavy truck traffic in the region addressed the Board with their concerns related to TIP B13. Ms. Herman explained that the load restriction on Swamp Road (south of Worthington Mill Road) forces roundabout, aggregate truck traffic on a lengthy and hazardous detour, diverting heavy trucks away from the Newtown Bypass which is the safest route, by design, for commercial vehicles heading to I-95. The Bypass is a four-lane, limited access, divided highway. Consequently heavy truck traffic, (specifically quarry trucks on the way to the Rushland-area quarry) pass through residential roads versus a limited-access, divided highway and exacerbates exposure to risk for the citizens of these townships.

John Cowley, RRTS, also pointed out that additional growth in these townships will bring more trucks through residential routes and add to an already dangerous situation.

The RRTS recommends that TIP B13 be amended to include the simultaneous replacement of Bridge #BMS 09 2036 0070 0000, a sixty-six year old structure currently in fair-poor condition. Funding for this Bridge is currently allocated in TIP B11. This will prevent this bridge from being wright restricted or replaced anytime in the near future, thus minimizing disruption of service along Swamp Road. Also recommended is:

- (a) amended TIP B13 be increased in priority from FY 2005 and FY 2007 to FY 2003;
- (b) TIP B11 be considered for prioritization; and
- (c) the opening of Swamp Road to all traffic be included as a condition for the following two TIP projects to move forward, as failure to do so will exacerbate an already volatile situation. The projects are:
  - (1) MPMS # 13357 - PA 332, Richboro Road (Bridge)  
TIP # 5533 over Neshaminy Creek, Bridge Replacement  
Newtown Township, Northampton Township
  - (2) MPMS # 13347 - I-95/PA Turnpike Interchange  
TIP # 0508 PA Turnpike Interchange 28 to US 130 (NJ),  
and portions of I-95, Bristol Township

Mr. Dougherty responded that Bucks County and PennDOT agree that the projects to do the repairs along Swamp Road be included in the TIP.

Charles H. Martin, Bucks County, agreed that the project should move forward as soon as possible and will continue to discuss the issue with PennDOT. Mr. Martin, however, was concerned with the projects recommended by RRTS for suspension (i.e. Richboro Bridge). The Richboro Bridge replacement was initiated by PennDOT because of serious structural damage. PennDOT is planning to keep the bridge open during construction and allow traffic flow. If the bridge is closed to traffic, the situation will only get worse.

Mr. Martin also mentioned the second project (I-95/PA Turnpike Interchange) is a very important project and noted that the amount of funds recommended to be expended on this project make it very long-term and, in fact, the Swamp Road project would probably be completed ahead of the I-95/PA Turnpike Interchange).

Mr. Martin expressed his support for the Swamp Road project, however does not support the suspension of the two projects listed in their recommendations.

Mr. Coscia added that the support is obvious for the Swamp Road project, however the question is the timing. Mr. Coscia suggested that once the project is underway that the RRTS be diligent and make certain the design is completed in a timely manner. Each month the TIP is amended and every two years a new TIP is established. If the design work for the project is completed expeditiously, PennDOT and DVRPC commit to obtaining the necessary funds for the construction of that facility.

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

**MOTION** by Mr. Lewis, seconded by Mr. TenEyck, that the Board adopt the FY 2003 Transportation Improvement Program (TIP) as amended for New Jersey (FY2003-FY2005) and for Pennsylvania (FY2003-FY2006) as the region's official selection of transportation projects for federal funding, by passing Resolution B-FY02-015 (copy attached).

5. **Proposed Change to the Highway Functional Classification System - Philadelphia**

Mr. Claffey stated that the City of Philadelphia has requested a change to the Pennsylvania Functional Classification System. The letter of request including a map of the area showing the existing and proposed Functional Classification System was distributed to the Board.

The City's request is to change the classification of Hermit Street between Ridge Avenue and Henry Avenue in Philadelphia from Local to Urban Collector. This addition would add 0.21 miles to the federal aid system.

Staff has reviewed the request and found it to be consistent with the federal Functional Classification System and its continuity. The road is in a residential corridor that distributes traffic to the Schuylkill Expressway, Kelly Drive, West River Drive and City Avenue. It also serves as an alternate to the Lincoln Drive.

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

**MOTION** by Mr. Baker, seconded by Mr. Griffith, that the Board approve a change to the Pennsylvania functional classification system to add Hermit Street in Philadelphia between Ridge Henry Avenue and Henry Avenue as an Urban Collector.

## **6. Adoption of DVRPC Revised Land Use and Transportation Plan**

Barry Seymour, DVRPC staff, briefed the Board on the revised Land Use and Transportation Plan. He explained that on April 26, 2001 the DVRPC Board adopted the Year 2025 Land Use, Transportation and Aviation Plan, following completion of several technical documents and the holding of five public workshops and three public meetings. At adoption, it was noted that work on the Plan would continue and that the Plan may need to be modified or amended at a later date.

Since that time, staff has continued to amend and revise the Year 2025 Plan as follows: (1) in the fall of 2001, five Town Meetings were held throughout the region to engage the public and draw additional information and direction for the Plan; (2) new long-range population forecasts were completed and adopted by the DVRPC Board in February 2002 and a revised air quality analysis was completed; (3) additional policies were added to the Plan to reflect the new national homeland security policies since September 11; (4) the Transportation and Community Development Initiative was adopted by the DVRPC Board in December 2001 as a new implementation direction for the Plan; (5) several new proposed planning study projects were identified for inclusion in the Plan; and (6) a new implementation and action strategy chapter was developed for the Plan. Collectively, these changes to the Plan as adopted in April 2001 serve to create a revised and amended Plan which replaces the Plan previously adopted. The *Revised Year 2025 Plan* was subject to public review, with three public meetings held from May 6 to June 5, 2002.

Mr. Seymour added that the Plan focuses on different categories and different types of land use and communities within the region. The Plan sets forth policies for revitalization and urban renewal in older communities, core cities, and older suburbs. In the growing suburbs the Plan examines linking land use and growth management planning with transportation planning. The Plan includes a comprehensive plan for open space, natural resources, and agricultural. Overall the Plan offers a defined regional identity and how we can enhance, market and promote the region.

Donald Shanis, DVRPC staff, explained the transportation aspects of the Plan and stated that the Clean Air Act Amendments of 1990 (CAAA) require that transportation plans and programs conform to the applicable State Implementation Plans for air quality, and follow the Final Conformity Rule provided by USEPA and DOT. Funding of projects in ozone nonattainment areas, such as the DVRPC region, is dependent upon the Plan (and the Transportation Improvement Program) being found to conform to the purposes of the Implementation Plans and the CAAA.

Dr. Shanis then explained that the plan does not define projects as purely highway or transit, but recognizes and encourages the integration of alternative modes of transportation into the individual projects. The two types of projects listed on the plan are: (1) clearly defined and (2) conceptual.

Dr. Shanis also noted that, as a federal requirement, a conformity analysis must be performed to assure that the Plan will not increase pollution levels un the region. The conformity analysis for Years 2005, 2015, and 2025 demonstrated acceptable air quality.

Dr. Shanis continued to say that two-thirds of the Plan's estimated \$36 billion cost is allocated toward operating, maintaining, and modernizing the existing transportation system. One-third of the estimated funds goes toward capacity or service enhancements. A chart of the project funds was shown to the Board.

Dr. Shanis then highlighted the recent amendments to the Plan. Three additional studies to be added to the Plan were discussed at the public meetings: These were: (1) *Study of Pennsylvania Turnpike Capacity Improvements*; (2) *Study of Bus Rapid Transit in Princeton Area*; and (3) *Study of Potential for Expanded Transit for Delaware River Waterfront Areas*.

Three corridor widening projects, previously recommended for deletion, are now

being recommended to remain on the Plan as studies. These are: (1) US-202 (Section 500) Main Street in Norristown to Allendale Road in Upper Merion; (2) I-76 Schuylkill Expressway from I-476 to US-202; and (3) US-422 from US-202 to the Limerick Interchange.

Roger Moog, DVRPC staff, briefed the Board on the Aviation portion of the Plan. He explained that a number of issues have developed causing amendments to the Regional Aviation System Plan (RASP). These include: (1) deletion of the runway extension at Wings which is not complete; (2) inclusion of a 800 foot runway extension at Doylestown; (3) clarification of the terminal rebuild at Trenton Mercer to include only two gates; (4) the public requisition of Pottstown Limerick; and (5) the need for unspecified increases in security investments through the system in future years.

Favorable recommendation was received from the PCC/RTC for the Board to adopt the revised Year 2025 Plan.

The RCC also recommended adoption of the Year 2025 Plan and consider the that the Board consider the RCC Year 2025 Plan resolution attached to the Recommendations to the Board for June 27, 2002 (attached as part of these minutes).

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

**MOTION** by Mr. Coyne, seconded by Mr. Hughes that the Board adopt the *Revised Year 2025 Land Use and Transportation Plan* by passing Resolution No. B-FY02-016 (copy attached).

**7. DVRPC FY 2003 Planning Work Program Amendment: Transfer of Funds from Montgomery County Crossroads, Phase 2 of 2 to Transportation Technical Assistance**

Dr. Shanis explained to the Board that the Crossroads area of Montgomery County is a section generally bounded by the Triangle formed by the Schuylkill Expressway (I-76), the Mid-County Expressway (I-476) and the Pennsylvania Turnpike (I-276). It includes all or portions of ten municipalities which form a core area of the County.

During FY 2002, DVRPC working with a task force prepared a list of transportation deficiencies in the Crossroads area, identified proposed and potential development to estimate future growth, and defined potential improvement strategies.

In cooperation with Montgomery County, these potential strategies were discussed

with municipal officials in the Crossroads area to determine whether additional study should be advanced. Since there was no consensus on a set of

improvements to be studied, the Phase II Crossroad project is not a high priority at this time.

Instead, Montgomery County is requesting additional technical support for neighboring high priority projects that have strong local support. This new work would provide travel demand forecasting assistance to studies of Route 23, Henderson Road, Lafayette Street and Valley Forge National Historical Park. The proposed work program is attached.

The funding for this project of \$85,000 that was budgeted for Montgomery County Crossroads, Phase 2 would be used to fund the new technical assistance tasks. No additional funds are required.

Favorable recommendation was received from the PCC/RTC.

The RCC also recommended approval, however cites its previous motion related to this project; namely: *Opposition is highly likely on TIP #8743 (PA 23). This project would convert what is now a local residential street - Chelsea Drive - into a four-lane segment of Route 23. The area was assured years ago that the Route 23 project was permanently halted one mile west of Bridgeport. the RCC questions whether there was community involvement in this process.*

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

**MOTION** by Mr. Hughes, seconded by Mr. Baker, that the Board amend the DVRPC FY 2003 Work Program to include Transportation Technical Assistance: Henderson Road, Lafayette Street, and PA 23 Relocation Traffic Studies as a replacement to Montgomery County Crossroads, Phase II. The \$85,000 project and scope will be added to 3-47-100 Transportation Technical Assistance. The new total budget for Transportation Technical Assistance will be \$195,000.

#### **8. Pennsylvania Infrastructure Investment Authority (PENNVEST) Funding Requests in Bucks, Chester, and Montgomery Counties**

Mr. Seymour explained that PENNVEST is an independent agency of the Commonwealth of Pennsylvania managed by a 13-member Board of Directors and chaired by the Governor, which provides funding for drinking water, wastewater treatment and stormwater management projects. The Program provides long-term

loans through a revolving loan fund to municipalities, authorities and some private entities at below-market interest rates. Limited grant funds are also available.

PENNVEST has forwarded four applications to DVRPC for review for consistency with the regional plan as follows:

#### Bucks County

- Pennsylvania Suburban Water Company - Request for a loan of \$4,562,625 for the Neshaminy Water Treatment Clearwell and High-Lift Pump Station Project. The project involves the replacement of pumps and the construction of a 160 feet diameter by 13 feet deep (2 million gallon) buried steel tank to provide clearwell storage capacity.

#### Chester County

- Borough of Phoenixville - Request for a loan of \$7,000,000 for reconstruction of the wastewater treatment plant and principal pump station to handle existing flows and limited expansion.

#### Montgomery County

- Upper Pottsgrove Township - Request for a loan of \$1,350,000 for extension of existing sewer lines 13,000 feet to serve 93 existing on-lot septic systems which are failing.
- Pottsgrove Township - Request for a loan of \$450,000 to extend a drinking water main 8,370 feet to serve 127 existing residential units with poor water quality and supply.

Mr. Seymour added that these projects serve to correct existing infrastructure deficiencies, reduce problems of flooding or pollution, and are located in Future Growth Areas as designated in the DVRPC Year 2025 Plan. As such, all four projects are consistent with the goals and policies of the regional plan.

Favorable recommendation was received from the RCC that the Board approve the PENNVEST applications as being consistent with the 2025 Plan.

Mr. Coyne, Chester County, noted for the record, that on June 6, 2002, William H. Fulton, Executive Director, Chester County Planning Commission, provided PENNVEST notification that the application request in Chester County is consistent

with the Chester County Comprehensive Plan.

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

**MOTION** by Mr. Coyne, seconded by Mr. Martin, that the Board authorize Executive Director to send letter notifying PENNVEST that the applications for funding requests in Bucks, Chester and Montgomery Counties are consistent with the 2025 Plan.

9. **Amendment to the Tri-County Water Quality Management Plan: Harrison Township Wastewater Management Plan, Harrison Township, Gloucester County**

Michael Ontko, DVRPC staff explained that Harrison Township has requested an amendment to the Tri-County Water Quality Management Plan. If adopted, the amendment would establish a comprehensive Wastewater Management Plan (WMP) for Harrison Township. Harrison Township would be the designated WMP planning agency for the entire township, including those portions of the town outside of the sewer service areas. The amendment would also allow the Township to upgrade and expand its existing treatment plant from 0.4 million gallons per day (mgd) to 0.8 mgd, discharging to the Raccoon Creek. This proposed amendment also involves a 115.42 acre increase in the sewer service area.

Favorable recommendation was received from the Tri-County Water Quality Management Board.

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

**MOTION** by Mr. Romick, seconded by Mr. Gurick that the Board adopt Resolution B-FY02-017 (copy attached) consenting to the Proposed Water Quality Management Plan Amendment for Harrison Township Wastewater Management Plan, Harrison Township, Gloucester County

10. **Election of DVRPC Board Officers for Fiscal Year 2003**

Chairman Cureton announced the Nominating Committees recommended slate of officers for election to the DVRPC Board for Fiscal Year 2003 (July 2, 2002

through June 30, 2003) as follows:

Chairman:	Charles H. Martin, Bucks County Commissioner
Vice Chairman:	James P. Fox, Commissioner, NJDOT
Secretary:	Thomas J. Gurick, Camden County Freeholder
Treasurer:	Colin A. Hanna, Chester County Commissioner

There were no further nominations from the floor and the nominations were closed. The slate of Board officers for Fiscal Year 2003 proposed by the Nominating Committee was unanimously elected by acclamation.

**11. Regional Citizens Committee (RCC) Report**

Patrick Starr, RCC Chairman, reported that all items from the RCC Meeting of June 18, 2002 had been reported under the appropriate agenda items.

**12. Election of New Jersey County and Pennsylvania County Representatives to Serve on the Executive Committee for FY 2003**

Commissioner Charles H. Martin, Bucks County and Freeholder Thomas J. Gurick, Camden County were selected by the New Jersey County Board members and the Pennsylvania County Board member, respectively, to serve on the Executive Committee during Fiscal Year 2002.

**13. Year 2000 Census Update: Pennsylvania and New Jersey Profiles**

Mr. Seymour highlighted a few points from the Pennsylvania and New Jersey Profiles (distributed to the Board). What was found from the 2000 Census is that this region has an older population than the other top 10 regions in the country. Also, as a whole, the region's education levels, immigration rates, and commuting patterns are much lower than our competitive regions. A more detailed analysis will be distributed in the near future.

**14. Executive Director's Report**

Mr. Coscia reported on the following items:

a. DVRPC Annual Awards Dinner

Mr. Coscia reported the DVRPC Annual Awards Dinner was a great success. There were over 340 in attendance consisting of a mix of mayors, state

senators, state assemblyman, freeholders, county commissioners, regional/corporate leaders, planning directors, operating agencies, etc.

b. Hearing on Intermodalism, Washington June 18, 2002

Mr. Coscia pointed out the testimony by Donald Shanis, DVRPC staff, (distributed to the Board) entitled: *Hearing on Intermodalism Before the United States Congress Committee on Infrastructure Subcommittee on Highways and Transit.*

c. Memorandum from Larry King, PennDOT, to Patrick Starr, RCC Chair, in response to their concerns with the Section 5310 applications (distributed to the Board).

**15. Committee Reports**

a. Planning Coordinating Committee/Regional Transportation Committee

The activities of the PCC/RTC committee meeting were reported under the appropriate agenda items.

b. Information Resources Exchange Group (IREG)

Mr. Seymour referred the Board to the IREG Report (distributed to the Board) and highlighted the presentation given by Dianah Neff, CIO of the City of Philadelphia on current activities in integrating data across the City enterprise.

c. Regional Aviation Committee

The activities of the Regional Aviation Committee meeting were reported under the appropriate agenda items.

d. Regional Housing Committee Report

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 12:16 p.m.

Attachments:

- (1) PCC/RTC Recommendations to the Board for June 27, 2002
- (3) RCC Recommendations to the Board for June 27, 2002
- (4) Board Resolutions B-FY02-014, B-FY02-015, B-FY02-016, and B-FY02-017

Additional Documents distributed to the Board:

- (1) *Alert*, June 2002
- (3) *Freight Lines*, June 2002
- (4) *TravelSmart*, June 2002
- (5) Booklet entitled: *PennPlan Moves! Pennsylvania Statewide Long Range Transportation Plan 2000-2025*