

# DELAWARE VALLEY REGIONAL PLANNING COMMISSION

## BOARD COMMITTEE

### Minutes of Meeting of July 25, 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

William S. Beetle

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

Dennis Lebo

Bucks County

Charles H. Martin

Chester County

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

Delaware County

(not represented)

Montgomery County

(not represented)

Burlington County

Jerald R. Cureton, Esq.  
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	Maxine Griffith Gary Jastrzab
City of Camden	(not represented)
City of Trenton	Andrew Carten
<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	(not represented)
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	Christopher Patton
New Jersey Transit Corporation	Kathy Vossough
Port Authority Transit Corporation	Linda Hayes
Delaware River Port Authority	Anisah Abiola
New Jersey Department of Environmental Protection	(not represented)
Pennsylvania Department of Environmental Protection	(not represented)
Pennsylvania Department of Community and Economic Development	Charles Nahill, Jr.

Regional Citizens Committee Chairman

Patrick Starr

DVRPC Co-Counsel

Pennsylvania Co-Counsel  
New Jersey Co-Counsel

Timothy J. Carson  
Thomas Coleman, Esq.

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

Guests

Pennsylvania Department of Transportation

Robert Hannigan  
Greg Brown (Dist. 6-0)

New Jersey Department of Transportation

Dennis Keck  
James Lewis  
Brian Cuccia

City of Philadelphia

Larry Wilson

Southeastern Pennsylvania Transportation Authority

Catherine Popp-McDonough

Delaware River Joint Toll Bridge Commission

Roger Sager

**Call to Order**

Incoming Chairman Charles H. Martin called the meeting to order at 10:35 a.m.

Chairman Martin recognized the efforts and accomplishments of the outgoing DVRPC Board Chairman, Jerald R. Cureton, Esq.

Chairman Martin introduced Dennis Heck, Assistant Commissioner of New Jersey Department of Transportation. Mr. Heck thanked Chairman Martin for the introduction and commented that he is looking forward to working with DVRPC.

**Public Comments**

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

**1. Minutes of Meeting of June 25, 2002**

On a **motion** by Mr. Hanna, seconded by Mr. Cureton, the minutes of the meeting of June 25, 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 NJ02-18a - Route 295 Burlington/Camden, Rigid Pavement (Burlington County)

NJDOT has requested that DVRPC modify the FY 2002-2004 TIP for New Jersey by increasing the construction phase funding by \$21,370,000. Identified at the beginning of the fiscal year as a project that had slipped, authorization for construction is now expected before the end of this fiscal year and the project has been identified for a compressed construction schedule. The project provides for reconstruction of the existing concrete roadway which is deteriorated. Funding would be adjusted as follows: add \$12.68 million to an FY 2002 construction phase, remove \$13.768 million from the FY 2003 construction phase, and add \$19.958 million to the FY 2004 construction phase, a net increase of \$18.870 of Interstate Maintenance funds. Additionally, use \$2.5 million of Congestion Mitigation Air Quality (CMAQ) in the FY 2003 construction phase for ITS elements of the project.

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 NJDOT 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.

After favorable recommendation was received from the Planning Coordinating Committee/Regional Transportation Committee (PCC/RTC) and the Regional Citizens Committee (RCC) that the Board approve TIP Action NJ01-18a the Board unanimously adopted the following **motion**:

**MOTION** by Mr. Beetle, seconded by Mr. Griffith, that the Board approve TIP Action NJ02-18a, NJDOT's request to modify the FY 2002-2004 TIP for New Jersey by adding \$12.68 million to the FY 2002 construction

phase, removing \$13.768 million from the FY 2003 construction phase, and adding \$19.958 million to the FY 2004 construction phase, using Interstate Maintenance funds. Additionally, add \$2.5 million of CMAQ funds to the FY 2003 construction phase.

b. TIP Action NJ02-18b - Route 47, Chapel Heights Avenue (Gloucester County)

NJDOT has requested that DVRPC modify the FY 2002-2004 TIP for NJ by increasing the FSD (Final Scope Development) phase by \$515,000. The currently programmed amount for FSD was estimated during the feasibility phase, and with the selection of a consultant and update of the proposal, the design costs have been determined to be higher than originally anticipated.

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 NJDOT 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.

After favorable recommendation was received from the PCC/RTC and the RTC for the Board to approve TIP Action NJ02-18b the Board unanimously adopted the following **motion**:

**MOTION** by Mr. Romick, seconded by Mr. Beetle, that the Board approve TIP Action NJ02-18b, NJDOT's request to modify the FY 2002-2004 TIP for New Jersey by adding \$515,000 STP funds to the FY 2002 Final Scope Development (FSD) phase.

3. DVRPC FY 2003 Planning Work Program Amendments

a. US 30 Bypass Reconstruction Traffic Study (Chester County)

Mr. Claffey explained that PennDOT is in the process of developing a reconstruction study for the fourteen mile, four-lane expressway section of the US 30 Bypass between PA 10 and the Exton Bypass in Chester County. This

project involves evaluating the no-build and two build alternative configurations for reconstructing US 30 Bypass and improving selected interchanges. In addition to reconstruction of the mainline pavement and shoulder widening, the build alternatives may include completion of the partial interchange at Airport Road and other locations to be determined, construction of truck climbing lanes westbound from PA 340 to Reeceville Road and from PA 82 to Airport Road and eastbound from PA 82 to Reeceville Road. Collector-distributor roads may be provided between PA 113 and Norwood Road; and minor improvements to selected parallel arterial highways may be included in the project.

The study will provide 2010 and 2030 traffic forecasts to PennDOT and their consultant. These forecasts will be used to complete the required planning studies and provide design volumes for the proposed reconstruction project. This project will be initiated in FY 2003 and completed in FY 2004.

This project is exempt from the regional air quality conformity finding.

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

**MOTION** by Ms. Novak, seconded by Mr. Lebo, that the Board amend the DVRPC Fiscal Year 2003 Planning Work Program to add the US 30 Bypass Reconstruction Traffic Study.

b. Phase Two Contract - Route 41 Corridor Land Use/Management Alternatives Assessment in Chester County

Richard Bickel, DVRPC staff explained that McCormick Taylor & Associates, Inc. (MTA), which now includes the former firm of Norman Day Associates, has been working since January 2001 to assist the Chester County Planning Commission (CCPC) to undertake a land use planning and implementation study for the PA Route 41 Corridor in Chester County. The study area includes the entire corridor in Chester County, with primary emphasis on nine municipalities that abut Route 41. The Delaware Valley Regional Planning Commission (DVRPC) is administering the consultant contract, as well as assisting the county staff and the consultants on technical and outreach issues.

The purpose of the Study is to face problems of congestion, vehicular and pedestrian safety, coupled with continuing development pressures. The study responds to key corridor issues: the need to integrate municipal and county land use planning objectives with the transportation planning process; growing Cester

County; local municipal official and citizen concerns about the role, extent and relationship between land use and transportation planning; and the direct and cumulative land use and growth impacts of proposed corridor transportation improvements.

The study is being undertaken in close coordination with PennDOT District 6-0's on-going Environmental Impact Statement (EIS) and Congestion Management System (CMS) analysis for alternative transportation improvements and alignments in the southern segment of Route 41. The initial study scope and consultant contract called for a one-year study, during calendar year 2001, at a total cost of \$100,000. Following coordinating meetings with Chester County Planning Commission staff and the consultant, a six-month, Phase 2 contract was developed, at a total cost of \$48,900, to: (1) complete portions of various Phase 1 tasks; (2) undertake the additional work items; and (3) conduct public

and local official outreach and coordination meetings. the overall study is intended to be completed by December 31, 2002.

Favorable recommendation was received from the PCC/RTC. The RCC also recommended approval, however did comment that there was some controversial discussion at the RCC meeting.

Colin Hanna, Chester County commented that the study has become controversial and that some have felt that the addition of the Phase 2 extension will result in stalling the entire process and delay the Route 41 project. Mr. Hanna continued by saying that, in reality, the controlling timing with regard to what happens to Route 41 is driven by PennDOT's EIS and that, even with the extension, the land use study would be completed in advance of the current projected PennDOT EIS. Therefore, there will be no effect on the final resolution of the Route 41 project.

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

**MOTION** by Mr. Hanna, seconded by Ms. Novak, that the Board amend the Fiscal Year 2003 Planning Work Program to add the Phase 2 Route 41 Corridor Land Use/Management Alternatives Assessment in Chester County.

c. Smart Growth Regional Indicators

Barry Seymour, DVRPC staff, explained that this project has come to DVRPC from the William Penn Foundation. As part of the DVRPC long

range plan we have developed updated regional indicators which deal with the transportation, land use, and open space issues. The William Penn Foundation is interested in developing benchmarks and indicators for their use in evaluating the success of their grants. DVRPC participated in a focus group with the William Penn Foundation which developed several potential ideas for indicators of which two were chosen. Following the focus group meetings the Foundation requested DVRPC to undertake the project to develop and maintain those indicators. DVRPC will utilize its expertise to create tracking indicators to define trends and to devise benchmark indicators to place these trends in a meaningful context. The **Land Preservation Study** will expand on current Commission research by obtaining maps and data layers in the expanded grant making region and aggregating this data for a complete representation of the region's current levels of preservation. This project will be undertaken on behalf of the William Penn Foundation to support their grantmaking programs, but will also serve DVRPC's regional plan and ongoing analysis of regional development.

The first indicator will look at the degree of growth within urban centers which includes the DVRPC nine-county region and all the surrounding counties (28 counties in total). The second indicator is related to preservation and natural resource protection and will examine land preservation.

The total cost of this project is \$68,849, reflecting a \$50,533 grant from the William Penn Foundation and \$18,316 from DVRPC's Greenways and Open Space Planning project.

After favorable recommendation was received from the RCC, the Board unanimously adopted the following **motion**:

**MOTION** by Mr. Hanna, seconded by Mr. Beetle, that the Board amend the DVRPC Work Program to add a project to develop Smart Growth Regional Indicators on behalf of the William Penn Foundation and authorize the Executive Director to enter into a grant recipient agreement with the Foundation.

d. Philadelphia Neighborhood Plans

Mr. Seymour explained to the Board that the William Penn Foundation has also approached DVRPC to develop comprehensive plans in three

Philadelphia neighborhoods that involve considerable public and private sector participation and extensive resident engagement. The process to develop the plans would be one of community engagement and consensus building, where each community would view their assets and opportunities in the context of the larger city and the larger region. Plans developed by the community would be owned by the community, and will provide a framework and a blueprint for implementation actions. The plans will also provide a model approach and a template for ongoing planning in other communities throughout Philadelphia. The three Philadelphia neighborhoods that are proposed to participate in the planning process are Chinatown, Mt. Airy, and the Saunders Park and West Powelton area of West Philadelphia.

DVRPC would work with a variety of public and non-profit partners, including the Philadelphia City Planning Commission and the Philadelphia Neighborhood Development Collaborative, to guide the preparation of the plans. A private planning firm or team of firms would prepare the plans, selected on a competitive basis through an RFP.

The total cost of this two-year project is \$363,000 from a grant from the William Penn Foundation.

After favorable recommendation was received from the RCC, the Board unanimously adopted the following **motion**:

**MOTION** by Mr. Griffith, seconded by Mr. Cureton, that the Board amend the DVRPC FY 2003 Work Program to add a project to prepare Community-based Neighborhood Plans in three Philadelphia Neighborhoods on behalf of the William Penn Foundation.

**4. Proposed Projects for Additional Fiscal Year 2002 Pennsylvania Job Access and Reverse Commute (JARC) Grant Program Funds - Plan Consistency, Applicant Qualifications, Project Priorities and TIP Commitment**

Mr. Bickel explained to the Board that The Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21) includes a five-year (FY 1999 to FY 2003) Federal Transit Administration (FTA) initiative entitled the Job Access and Reverse Commute 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

\$125 million is available in FY 2002, nationwide, for this program and \$150 million in FY 2003. 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.

On July 9, 2002, DVRPC received a fax from the Pennsylvania Public Transportation Association (PPTA) notifying small transit properties across the Commonwealth that an additional \$1.5 million was available for FY 2002 and FY 2003 JARC projects, through Senator Arlen Specter's office, and that the FTA's application deadline had been extended to July 12, 2002. The intent of the additional funding was for proposed JARC services outside of the Philadelphia and Pittsburgh regions.

As a contingency, staff forwarded the fax to each of the transportation management associations (TMAs) in southeastern Pennsylvania and to the Southeastern Pennsylvania Transportation Authority (SEPTA) for their information and consideration. Interested applicants were told to send a letter to DVRPC summarizing their proposal and to note in the FTA application that DVRPC Board action on their proposal would occur on July 25.

Subsequently, it was learned that funding requests from elsewhere in the Commonwealth did not fully subscribe the available funds. Thus, new applications from SEPTA or other sub-recipients are appropriate. Three new service proposals, totaling \$235,000 of JARC funds for FY 2002 and 2003, were received from southeastern Pennsylvania, from the Chester County TMA, the Partnership TMA and Wheels of Wellness.

Following review of the proposals and consultation with SEPTA and the FTA, staff recommends that the Board find that: (1) the proposed projects are consistent with DVRPC's adopted Job Access and Reverse Commute Transportation Plan; (2) the applications are qualified to undertake the services proposed; (3) the proposed projects are deserving of funding; (4) the applicants should continue to work with SEPTA and the FTA to complete the application process; further (5) that the Board commit to add the projects to the Transportation Improvement program (TIP) should FTA funding be approved in the future; and (6) furthermore, in consultation with SEPTA, staff recommends that the Chester County TMA project be merged with the Coatesville Link project previously submitted and that the other two project

proposals and their proposed funding be added at the end of the previously prioritized list of FY 2002 projects for consideration by the FTA.

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

**MOTION** by Mr. Hanna, seconded by Mr. Baker that the Board approve the additional proposed projects and funding for the Pennsylvania applicants for the Fiscal Years 2002 and 2003 Pennsylvania Job Access and Reverse Commute Grant Program and commit to amend the TIP to include the selected projects for future project grant approval by passing Resolution No. B-FY03-001 as amended (copy attached).

## **5. Regional Citizens Committee (RCC) Report**

Patrick Starr, RCC Chairman, called the Board's attention to the RCC flyer (distributed to the Board) inviting the Board to attend a special RCC meeting on August 20, 2002 at DVRPC. Neil Weinstein of the Low Impact Development Center will present *Insights into the Philosophy, Design and benefits of Low Impact Development Practices*. Mr. Starr encouraged all board members and alternates to attend.

Mr. Starr also reported that at the RCC meeting of July 16, 2002 a presentation was given entitled *Philly Car Share*. This program is a car cooperative program which has direct applicability in highly congested neighborhoods to reduce the number of cars and reduce the number of vehicle miles traveled. Mr. Starr urged the Board to schedule this presentation for a Board meeting.

Lastly, Mr. Starr reported that the RCC discussed some policy issues with regards to the CMAQ program. The RCC requests that the Board adopt a position asking for the elimination of CMAQ funds for single occupancy vehicles-supportive Intelligent Transportation System (ITS) projects. This position will be forwarded to

DVRPC's staff and Board for consideration when drafting comments on the reauthorization of TEA-21.

## **6. Chairman's Report**

Chairman Martin brought to the Board's attention the Board Committee Appointments for Fiscal Year 2003 contained in the memo (copy attached) dated July 25, 2002 (distributed to the Board).

## **7. DVRPC Congestion Mitigation Air Quality (CMAQ) Competition for FY 2003**

Charles Dougherty, DVRPC staff, presented an outline of the upcoming DVRPC CMAQ competition. As part of the recently adopted FY 2003 TIP, DVRPC has programmed almost \$10 million in federal funds in Pennsylvania for specially selected projects that will be a similar CMAQ competitive program in New Jersey, using \$1 million of federal funds. Funds are allotted based on population and weighted by air quality status.

Mr. Dougherty explained that CMAQ funds provide funds for eligible projects that reduce transportation-related mobile source emissions to help certain regions attain the national ambient air quality standard. Funds are allocated to states based on urban population, weighted by air quality status. States may use CMAQ funds in any non-attainment or maintenance area but are not required to sub-allocate funds to regions.

Candidate projects are submitted to DVRPC and reviewed by a CMAQ committee for initial eligibility and general merits. Projects that survive this screening process will then be subjected to an air quality emissions analysis. Mr. Dougherty reviewed eligibility, noting that projects must be shown to reduce emissions; must be new or expanded projects; and must be for the good of the public. Operating assistance may be eligible for new or expanded transit service or demand management strategies.

Mr. Dougherty also reviewed the ineligible projects as being; highway and transit maintenance and reconstruction projects, construction of general purpose through lanes that would add new capacity for SOV's; vehicle scrappage programs; and programs that would subsidize private entities in implementing statutorily mandated measures.

Mr. Dougherty also gave an overview of DVRPC responsibilities, the proposed subcommittee structure, and the tentative schedule which concludes with Board approval of the eligible projects in February.

## **8. Executive Director's Report**

Mr. Coscia reported on the following items:

- a. FY 2002 Transportation Improvement Program Implementation (TIP) Report for Pennsylvania and New Jersey - Third Quarter (October 1, 2001 to June 30,2002)

Mr. Coscia pointed out to the Board the Third Quarter TIP Implementation Report (distributed to the Board) and explained that this report points out the target amount of funds for this region's projects and the actual amount spent.

- b. DVRPC Board Workshop or Retreat for the Fall of 2002

Mr. Coscia inquired as to whether the Board would prefer to have a Board Workshop in September and eliminate the Board Retreat in December. The agenda would reflect coordination of the Transportation and Land Use Plan with the DVRPC FY 2004 Planning Work Program.

Several Board members voiced their opinions and said they look forward to the format of the Board Retreat and would prefer to continue this venue.

It was decided to continue with the Board Retreat in December.

- c. Ozone Action Newsletter

Mr. Coscia pointed out the Ozone Action Newsletter (distributed to the Board) and commented that the Ozone Action Kickoff which was held at the new Independence Visitor Center was a great success.

## **9. Committee Reports**

- a. Planning Coordinating Committee/Regional Transportation Committee

Mr. Claffey reported an additional item from the RTC meeting report (distributed to the Board) and commented that the RTC has requested the DVRPC staff evaluate cost per rider information for over 30 shuttles which operate in Southeastern Pennsylvania.

- b. Goods Movement Task Force

Mr. Coscia highlighted one item of interest from the Goods Movement Task Force Committee Report (distributed to the Board) He commented that Senator Roger A. Madigan, Chairman of the Pennsylvania State Senate Transportation Committee, discussed funding issues such as the motor

license fund and the reauthorization of TEA-21 which will impact future transportation projects.

### **OLD BUSINESS**

No old business was stated.

### **NEW BUSINESS**

No new business was stated.

There being no further business, the meeting was adjourned at 12:05 p.m.

#### Attachments:

- (1) PCC/RTC Recommendations to the Board for July 25, 2002
- (2) RCC Recommendations to the Board for July 25, 2002
- (3) Board Resolutions B-FY03-001
- (4) Board Committee Appointments for Fiscal Year 2003

#### Additional Documents distributed to the Board:

- (1) *Alert*, July 2002
- (2) *Freight Lines*, July 2002
- (3) *TravelSmart*, July 2002
- (4) Booklet entitled: *Our Nations Highways 2000*
- (5) Brochure entitled: *Nighttime Detours on I-95, PA 291, and Airport Roadways 2002*
- (6) Media Release entitled: *DVRPC Board of Commissioners Elects Officers for FY 2003*

**DELAWARE VALLEY REGIONAL PLANNING COMMISSION**

**EXECUTIVE COMMITTEE**

**Minutes of Meeting of July 25, 2002**

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

Representative

New Jersey Department of Community Affairs

Joyce Paul

Pennsylvania Department of Transportation

Dennis Lebo

New Jersey Department of Transportation

William S. Beetle

New Jersey Governor's Appointee

Deirdre Naughton

Pennsylvania Governor's Appointee

Caroline Anderson Novak

Pennsylvania Governor's Policy Office

Robert E. Baker, Jr.

Pennsylvania Counties

Charles H. Martin

New Jersey Counties

J. Douglas Griffith

City of Camden

(not represented)

City of Philadelphia

Maxine Griffith  
Gary Jastrzab

Guests

Chester County

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

Burlington County

Jerald R. Cureton, Esq.  
Carol Ann Thomas

Gloucester County	Charles E. Romick
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Regional Citizens Committee Chairman	Patrick Starr

DVRPC Co-Counsel

Pennsylvania Co-Counsel  
New Jersey Co-Counsel

Timothy J. Carson  
Thomas Coleman, Esq.

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

## **Call to Order**

Incoming Chairman Martin called the meeting to order at 12:05 p.m.

### **1. Minutes of Meeting of June 27, 2002**

On a **motion** by Mr. Baker, seconded by Ms. Naughton, the minutes of the meeting of June 27, 2002 were approved as distributed.

### **2. Contract Authorizations**

#### **a. Port Inland Distribution Network (PIDN) South Jersey Site Evaluation and Feasibility Development Study**

Mr. Coscia explained that the amount of containerized freight moving through the Port of New York and New Jersey is projected to double by the year 2010. In anticipation of this growth, the Port Inland Distribution Network (PIDN) has been identified as one of the strategies designed to improve freight movements between the port and surrounding areas. The establishment of one or more PIDNs in South Jersey could potentially decrease future truck VMT between the port and inland gateway ports through the utilization of two-way barge or rail line haul movements. The enhancement of existing freight distribution patterns at PIDN locations would facilitate radial, short distance pick up and deliveries rather than current long distance, helter-skelter truck drayage.

The purpose of this study is to evaluate PIDN development at six prospective sites: Camden, Gloucester City, Paulsboro, Pennsville, Port Salem, and another site, if identified. This study is designed to complement work being performed by several public and private sector stakeholders at potential PIDN service sites. The products of the study will assist decision makers in evaluating the merits of supporting PIDN development, and specify the requirements necessary for establishment of one or more PIDNs in South Jersey. Additionally, the PIDN study will explore the potential for value added development around the PIDN locations. This value added component could spur brownfield remediation and economic development within or near PIDN host communities.

A total of \$50,000 in New Jersey State funds thru the NJDOT Maritime Division is available for this contract.

The Executive Committee unanimously adopted the following **motion**:

**MOTION** Mr. Beetle, seconded by Ms. Paul that the Executive Committee authorize the Executive Director to enter into, negotiate and execute a contract with the selected firm. If such negotiations prove not to meet the financial requirements of the Commission, to proceed on to negotiations with the second ranked firm.

b. Smart Growth Regional Indicators

Mr. Coscia commented that the Smart Growth Regional Indicators project was presented to and the Board approved amending the FY 2003 DVRPC Work Program to include this project. It is now being requested that the Executive Committee approve a contract authorization for this project.

The Executive Committee unanimously adopted the following **motion**:

**MOTION** by Mr. Beetle, seconded by Ms. Naughton, that the Executive Committee authorize the Executive Director to enter into and execute a Grant Recipient Agreement with the William Penn Foundation to undertake the preparation of Smart Growth Regional Indicators.

c. Philadelphia Neighborhood Plans

Mr. Coscia commented that the Philadelphia Neighborhood Plans project was presented to and the Board approved amending the FY 2003 DVRPC Work Program to include this project. It is now being requested that the Executive Committee approve a contract authorization for this project.

The Executive Committee unanimously adopted the following **motion**:

**MOTION** by Mr. Jastrzab, seconded by Mr. Baker, that the Executive Committee authorize the Executive Director to enter into and execute a Grant Recipient Agreement with the William Penn Foundation to undertake Community-based Neighborhood Plans in three Philadelphia neighborhoods.

3. Work Program Progress Report - Fourth Quarter Fiscal Year 2002

Mr. Coscia pointed out to the Board the DVRPC Fourth Quarter Fiscal Year 2002 Work Program Progress Report (distributed to the Board) and announced that all the work has been completed on schedule and within budget. He also pointed out the pages in the report contained the pass-through funds for the supportive regional highway program, the transit support program, and the mentioned that the counties and the operating agencies need to submit their invoices

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

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

**OLD BUSINESS**

No old business was stated.

**NEW BUSINESS**

No new business was stated.

There being no further business, the meeting was adjourned at 12:20 p.m.