

# DELAWARE VALLEY REGIONAL PLANNING COMMISSION

## BOARD COMMITTEE

### **Minutes of Meeting of October 28, 2004**

Location: Commission Offices  
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

Brent C. Barnes

New Jersey Governor's Appointee

Keith D. Barrack

Pennsylvania Governor's Appointee

Joanne R. Denworth

Pennsylvania Governor's Policy Office

Richard W. Hayden, Esq.

Pennsylvania Department of Transportation

Thomas TenEyck

Bucks County

Lynn Bush

Chester County

William H. Fulton

Delaware County

John E. Pickett

Montgomery County

Kenneth Hughes

Burlington County

Carol Ann Thomas

Camden County

Thomas J. Gurick

Gloucester County

Charles E. Romick

Mercer County

(not represented)

City of Chester

(not represented)

City of Philadelphia

Gary Jastrzab

City of Camden	(not represented)
City of Trenton	Andrew Carten
<u>Non-Voting Members</u>	
Federal Highway Administration New Jersey Division	Joung Lee
Pennsylvania Division	(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	Herman Volk
Federal Transit Administration, Region III	Keith Lynch
Southeastern Pennsylvania Transportation Authority	Christopher Patton
New Jersey Transit Corporation	James Schwartzwalder
Port Authority Transit Corporation	(not represented)
Delaware River Port Authority	Linda Hayes
New Jersey Department of Environmental Protection	(not represented)
Pennsylvania Department of Environmental Protection	Kevin Gallagher
Pennsylvania Department of Community and Economic Development	(not represented)
Regional Citizens Committee Chairman	Dennis Winters
<u>DVRPC Co-Counsel</u>	
Pennsylvania Co-Counsel	Timothy J. Carson
New Jersey Co-Counsel	Thomas J. Coleman, Esq.
<u>DVRPC Staff:</u>	
John J. Coscia, Barry Seymour, Donald Shanis, William Greene, Thabet Zakaria,	

Charles Dougherty, John Ward, Richard Bickel, Karen Cilurso, Candace Snyder, Phyllis Robinson, and Jean McKinney.

Guests

Pennsylvania Department of Transportation	Robert Hannigan Greg Brown (Dist. 6-0)
New Jersey Department of Transportation	Brian Cuccia
Camden County	Eve Charles
Mercer County	Matthew Lewis
Cross County Connection Transportation Management Association	William Ragozine
Delaware River Joint Toll Bridge Commission	Roger Sager
Chester County Citizen	John Thomas Cooper, P.E.

**Call to Order**

Joanne R. Denworth, Chair, called the meeting to order at 10:50 a.m.

Ms. Denworth presented a memorable plaque to Thomas J. Gurick (past chair) for his leadership, efforts, and contributions as Chair of the DVRPC Board from July 1, 2003 through June 30, 2004. Mr. Gurick thanked the Board and expressed that his time spent as a member of the DVRPC Board is an enjoyable and worthwhile endeavor.

Ms. Denworth then presented another memorable plaque to Gregory L. Brown, PENNDOT, for his 20 years of commendable efforts and contributions and for his personal qualities of integrity and friendship in working with the DVRPC Staff.

Mr. Brown thanked the Board and stated that it has been a pleasure working with DVRPC.

**Public Comments**

John Thomas Cooper, P.E., Chester County, addressed the Board with reference to the Schuylkill Valley Metro. Mr. Cooper stated that three years ago SEPTA brought forth a major investment study for the Schuylkill Valley Metro (SVM) project. This metro rail (commuter rail) proved to be unaffordable, however SEPTA instituted an alternate plan for an electrified one-seat ride from Philadelphia to Reading which would provide basically the same service as the metro rail scheme at half the cost. This would essentially be an extension of SEPTA's R6 service using Norfolk-Southern's tracks from Norristown to Reading. SEPTA has not taken any action on this plan and PENNDOT

has assumed a leadership role, created a task force, and arranged for a consultant to perform a Schuylkill Valley rail assessment. Mr. Cooper believes that this assessment would downgrade SEPTA's plan from a one-seat ride to a two-seat ride and downgrade an electrified service to diesel. Mr. Cooper feels that this downgrade to diesel is based on a flawed premise that electrification is too expensive. Because of the unique geographic situation of the SVM, Mr. Cooper believes this not to be true. The assessment would also reject SEPTA's plan to operate the extended SVM service on the existing right-of-way between Norristown and Philadelphia through East Falls and instead would use the electrification funds in SEPTA's plan for an alternate route from Norristown to Philadelphia through Cynwyd. Mr. Cooper feels that this plan to create an alternate route would not result in any cost savings.

The difference between the PENNDOT assessment plan and the SEPTA alternatives plan is that the assessment requires the designation of a new locally preferred alternative and the preparation of a new draft environmental impact study (EIS) which would only stall the SVM further. Mr. Cooper feels many adverse effects would be associated with the PENNDOT assessment plan.

In conclusion, since there has been no public forum to comment on the PENNDOT plan, Mr. Cooper thanked DVRPC for allowing him to speak at the Board meeting.

John J. Coscia, Executive Director, responded that the PENNDOT task force assessment would more than likely be available for public comment in the near future. The goal is to have a realistic project which can be built and have a rail line which provides the service needed for the community.

## **1. Minutes of Meeting of September 23, 2004**

On a **motion** by Mr. Hughes, seconded by Mr. Pickett, the minutes of the meeting of September 23, 2004 were approved as distributed.

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

Donald Shanis, DVRPC staff, briefed the Board on the following TIP Actions:

### **a. TIP Action PA05-01a: PA 309, Welsh Road to Highland Avenue, Montgomery County**

PENNDOT has requested that DVRPC modify the FY2005-2008 TIP for Pennsylvania by increasing the FY05 right of way phase by \$15.5 million (\$12.4 million HWY/\$3.1 million state) for the Route 309 Reconstruction project, Section 101 between Welsh Road and Highland Avenue (MPMS #16477). Fourteen additional acres will need to be purchased from Rohm and Haas in order to complete the interchange at Norristown Road in Lower Gwynned. Currently the Norristown Road interchange is not a full movement interchange, and additional ramps are needed to provide access from: (1) 309 southbound to Norristown Road; (2) onto 309 northbound from Norristown Road; and (3) replace the ramp

from Norristown Road onto 309 southbound.

Financial constraint will be maintained by making adjustments to other existing TIP projects whose schedules or costs have changed and the TIP's conformity finding will not be impacted by this modification as this project is exempt.

b. TIP Action PA05-01b: PA 309, Commerce to Pennsylvania Avenue, Fort Washington Interchange, Montgomery County

PENNDOT has requested that DVRPC modify the FY2005-2008 TIP for Pennsylvania by increasing the FY06 construction phase by \$15.16 million federal highway funds (acknowledging a 20% Toll credit match) for the Route 309 Fort Washington Interchange project (MPMS #64275.) Higher prices for steel and oil products have resulted in increased costs for the elements of the contract for the interchange that include paving and excavation work, mobilization costs for moving construction operations to and from the site, and for the interchange structure.

Financial constraint will be maintained by making adjustments to other existing TIP projects whose schedules or costs have changed and the TIP's conformity finding will not be impacted by this modification as this project is exempt.

c. TIP Action PA05-01c: I-95 at PA 332 Interchange, Bucks County

PENNDOT has requested that DVRPC amend the FY2005-2008 TIP for Pennsylvania by adding a project back into the TIP, the I-95 at PA 332 Interchange upgrade project (MPMS #13518) with a \$ \$5.990 million construction phase programmed with \$1.538 million DEMO/\$385,000 State in FY05 and \$3.254 million STU/\$813,000 State in FY06. This project, on the TIP for several years, was expected to be authorized for construction in FY04 and subsequently not included in the FY05 TIP, and was inadvertently left off of the "FY05 Transition List." The transition list provides a mechanism to add projects and phases which were in jeopardy of not being federally authorized prior to the end of the previous fiscal year (in this case FY04) back into the TIP (in this case FY05). A \$5.635 million construction phase was programmed in the FY03 TIP in fiscal years 2004, 2005, and 2006. The proposed action will allow the construction phase to proceed. The project provides for the construction of a

new ramp from PA 332 eastbound to I-95 northbound and to reconfigure the I-95 northbound off ramp to PA 332.

Financial constraint will be maintained by making adjustments to other existing TIP projects whose schedules or costs have changed and the TIP's conformity finding will not be impacted by this modification as this project is exempt.

Favorable recommendation was received from the Planning Coordinating Committee/Regional Transportation Committee (PCC/RTC).

The Regional Citizens Committee (RCC), also recommended approval of the TIP

actions, however, noted that the RCC is concerned about stormwater run-off along PA 309, and urges upgrades to stormwater poisons, which have not kept pace with updates to the roadway. The RCC also urges PENNDOT to incorporate design that ensures safe bicycle and pedestrian access, and to address the Bicycle/Pedestrian Checklist.

Mr. Coscia responded that the RCC's recommendations would be forwarded to PENNDOT.

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

**MOTION** by Mr. Hughes, seconded by Mr. TenEyck that the Board approve the following TIP actions:

- (1) That the Board approve TIP Action PA05-01a, PENNDOT's request to amend the FY 2005 TIP for Pennsylvania (FY2005-2008) by adding a \$15.5 million right of way phase in FY05 (\$12.4 million HWY/\$1.4 million State);
- (2) That the Board approve TIP Action PA05-01b, PENNDOT's request to modify the FY 2005 TIP for Pennsylvania (FY2005-2008) by increasing construction by \$15.160 million accordingly: reduce the FY05 construction phase by \$5 million HWY and increase the FY06 construction phase by \$20.160 million HWY (\$15.16 million HWY) for the Route 309 Fort Washington Interchange project (MPMS #64275) , acknowledging a 20% Toll Credit match; and
- (3) That the Board approve TIP Action PA05-01c, PENNDOT's request to amend the FY 2005 TIP for Pennsylvania (FY2005-2008) by adding the I-95 at PA 332 Interchange upgrade project (MPMS #13518) back into the TIP with a \$5.99 million construction phase in FY05 and FY06 (\$1.538 million DEMO/\$385,000 State in FY05, and \$3.254 million STU/\$813,000 State in FY06).

### **3. DVRPC Fiscal Year 2005 Planning Work Program Amendments**

Barry J. Seymour, DVRPC staff, presented the following FY 2005 Planning Work Program Amendments for Board approval.

#### **a. Smart Growth Regional Indicators**

In FY2003 and again in FY2004, DVRPC undertook a study, funded by the William Penn Foundation, to research and develop Smart Growth indicators for the region. As requested by the Foundation, these indicators examined Urban Core Development and Land Preservation in the region. The Urban Core Development Study delineated the percent of new development in the metro region that is located in older urban centers. The Land Preservation Study

expanded 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.

The Foundation has now requested that DVRPC continue this research by preparing additional indicators in these areas. The Urban Core Development research will compile data on building permits, loans, and certificates of occupancy for communities across the region, using the typology of communities as presented in the Metropolitan Philadelphia Indicators Project developed by Temple University. In addition, data will be presented for up to 20 sample municipalities as selected by the Foundation. The Open Space Protection research will document state, county and municipal open space protection programs, together with the acreage of land protected. This information will serve to inform and guide the Foundation in their grantmaking actions.

The total cost of this project is \$15,586, with \$12,386 paid for by the William Penn Foundation and the remainder paid for through the Regional Technical Assistance project.

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

**MOTION** by Mr. Hughes, seconded by Ms. Paul, that the Board amend the DVRPC FY2005 Work Program to add a project to develop Smart Growth Regional Indicators on behalf of the William Penn Foundation.

b. Regional Open Space Priorities Report (ROSPR)

The Regional Open Space Priorities Report (ROSPR) was completed in January 2004 by the Green Space Alliance to identify, prioritize and recommend protection strategies for natural resources, agricultural and recreational lands in the five-county southeastern Pennsylvania area. It encourages partnerships between state, federal, local and private conservation groups and others to protect open spaces in the region while sustaining economic growth.

In order to maintain the extensive database and GIS mapping that comprise the ROSPR and to enable updating the data and expand access to and use of the data by public and non-profit open space planners, the Green Space Alliance seeks to contract with DVRPC. Under the terms of this agreement, DVRPC would convene a regional open space committee to build understanding and use of the ROSPR; maintain and update the model; create a webpage for the ROSPR; develop a process to analyze individual land parcels relative to the ROSPR; and incorporate the ROSPR data in updates to the regional open space plan and area open space plans.

\$42,500 from the Pennsylvania Environmental Council, via a grant from the William Penn Foundation and the Pennsylvania Department of Conservation and Natural Resources, plus \$27,500 in work, through DVRPC's Regional GIS Program.

Carol Ann Thomas, Burlington County, asked if a program of this type exists for New Jersey.

Mr. Seymour explained that, although the program is not exactly the same, a few years ago municipalities that had adopted an open space plan in New Jersey qualified for increased funding under the Green Acres Program. DVRPC began a program to help municipalities in New Jersey prepare natural resource inventories, open space plans, and foreign land protection plans. Approximately eight different municipal plans are underway at the municipal level. In addition, DVRPC assisted Camden County in preparing their County open space plan. Two teachers' guides have also been prepared for watersheds in South Jersey; one for Camden County and one for Gloucester County.

Lynn Bush, Bucks County, commented that Bucks County had some problems with the report conclusions. Although there are no problems with the data collection, Ms. Bush feels that the report does not make reference to what is acceptable open space and what is not.

Mr. Seymour responded that one of the first steps is for DVRPC to convene an Open Space Committee with the County planners to evaluate the data.

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

**MOTION** by Mr. Gurick, seconded by Mr. Barrack, that the Board amend the FY 2005 DVRPC Planning Work Program to include a project to maintain, enhance, manage, and incorporate the Regional Open Space Priorities Report into ongoing regional open space and natural resource planning.

#### **4. Adoption of Updated Areawide Job Access and Reverse Commute (JARC) Transportation Plan**

Karen Cilurso, DVRPC staff, explained to the Board that the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21) included a five-year (FY 1999 to FY 2003), Federal Transit Administration (FTA) initiative entitled the Job Access and Reverse Commute Competitive Grant Program (JARC). This new program was 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. Although TEA-21 has expired, it is very likely that the JARC program will continue, since it is included in the various federal reauthorization bills

currently being debated in Washington, DC.

In regions over 200,000 population, metropolitan planning organizations (MPO's) are charged with selecting project applicants, and committing to add projects and funding to the regional Transportation Improvement Program (TIP) when JARC grants are approved. Comparison of proposed projects with an Areawide JARC Transportation Plan (Plan) is also required. In response to the announcement of the planning requirements for the JARC program, DVRPC prepared an initial draft plan in December 1998, which was used for the first round of the JARC program. This draft was further refined in spring 1999, and, following a public hearing, was adopted by the Board on June 24, 1999. "*Access to Opportunities*" has served the region well over the past five years. Through the JARC program, more than \$21 million of FTA grants were approved in the nine-county DVRPC region over the life of TEA-21, resulting in total program funding, with match, of more than \$42 million.

In FY 2004, DVRPC began the process to update and refine the current plan in anticipation of reauthorization of the federal transportation act (TEA 3) and continuation of the JARC program for another five years. DVRPC held focus group meetings for Pennsylvania and New Jersey grant recipients and JARC subcommittee members. The resulting draft JARC Plan Update, "*Improving Access to Opportunities*," included the review comments from these meetings.

On June 24, 2004, the DVRPC Board authorized a 30-day public comment period, including two public hearings (on July 14 at Cherry Hill Township and on July 20 at DVRPC). Comments received by the close of the comment period were reviewed and DVRPC staff prepared a Summary of Comments and Responses. Again, where pertinent, additional changes were made to the draft Plan Update. The revised Plan Update (distributed to the Board) is now being proposed for adoption by the DVRPC Board, in anticipation of a new JARC funding round later this fall. Available funding is estimated at \$6.1 million for Southeastern Pennsylvania.

After favorable recommendation was recommended by the PCC/RTC and the RCC, the Board unanimously adopted the following **motion**:

**MOTION** by Mr. Barnes, seconded by Ms. Paul, that the Board adopt the updated Regional Job Access and Reverse Commute Transportation Plan by passing Resolution No. B-FY05-002 (copy attached).

5. **DVRPC's Draft Cross-Acceptance Report - Preliminary New Jersey State Development and Redevelopment Plan**

Richard Bickel, DVRPC staff, explained to the Board that the State of New Jersey, through the Office of Smart Growth (OSG), within the Department of Community Affairs (DCA), and the State Planning Commission (SPC), has initiated a cross-acceptance process that is scheduled to result in the re-adoption of the New Jersey State Development and Redevelopment Plan in July 2005. The current

State Plan was adopted in March 2001, following an extensive cross-acceptance process involving the counties, municipalities and regional entities. The State Plan is required to be reviewed every three years.

The Delaware Valley Regional Planning Commission (DVRPC) is the designated Metropolitan Planning Organization for the nine-county, bi-state Philadelphia-Camden-Trenton region. In accordance with the February 2004 Cross-Acceptance Manual, DVRPC is a designated "regional entity" charged with reviewing the Preliminary New Jersey State Development and Redevelopment Plan (April 2004) and comparing it with the agency's "plans, policies and regulations" to determine consistencies and inconsistencies. This report reflects the outcome of the review process and includes DVRPC's findings and recommendations for consideration by the OSG, DCA and the SPC. Coordination with the pertinent planning agencies for each of DVRPC's member government New Jersey counties and cities also occurred to develop the report. A summary of the preliminary issues identified through their cross-acceptance approaches is also included in the DVRPC report.

The Draft Cross-Acceptance Report (distributed to the Board) is now ready for submission to the Office of Smart Growth for review, as part of the Plan Negotiation Phase of the overall State Plan adoption process. This phase would be followed by DVRPC Board endorsement of the updated and revised State Plan in spring 2005.

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

**MOTION** by Mr. Romick, seconded by Mr. Barrick, that the Board authorize the Executive Director to submit the DVRPC Draft Cross-Acceptance Report to the New Jersey Office of Smart Growth and to the New Jersey Member Governments for review.

**6. Approval of 2004-2005 Recommended Projects for the Pennsylvania Home Town Streets / Safe Routes to School (HTS/SRS) Program**

Dr. Shanis, explained to the Board that PENNDOT has allocated \$16 million in Home Town Streets and Safe Routes to School (HTS/SRS) funds over the next four years to the DVRPC region. Additionally, \$64 million in statewide discretionary funds are also available for projects statewide during this same period. A regional competition began in 2004, with applications due on-line by August 1, 2004.

The Home Town Streets portion of the program addresses improvements to enhance downtown areas, including sidewalks, street lighting, traffic calming, pedestrian improvements, and improved signage. The Safe Routes to School includes bicycling and walking projects which would allow safer bicycle and walkways to connect to schools.

Fifty-six eligible applications were received. Each was reviewed and scored based

on criteria established by a selection committee comprised of PENNDOT, District 6-0, county representatives, and the Regional Citizens Committee (RCC). The scores were normalized, the projects ranked, and the list was considered by the selection committee on October 1, 2004.

Fifteen 15 projects were selected for FHWA funding. In addition, 11 projects of regional significance were selected for submission to the state for the Secretary's discretionary fund. (Recommended project list was distributed to the Board.)

Thomas J. Gurick, Camden County inquired if DVRPC has any data showing how many school children actually walk to school.

John Madera, DVRPC staff, responded that the data is available and would be made available to the Board.

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

**MOTION** by Mr. Romick, seconded by Mr. Barnes that the Board approve the projects recommended for regional and statewide discretionary funding under the HTS/SRS Program; forward these projects to the Pennsylvania Secretary of Transportation for approval; and amend or modify the FY 2003-2006 TIP for Pennsylvania as required by adding the HTS/SRS projects at the appropriate time.

7. **Approval to Cancel the Federal Transit Administration (FTA) Transportation Enhancement (TE) Funding for the Kensington Depot Walkway, Philadelphia**

Gary Jastrzab, City of Philadelphia, requested that this action be tabled until more information becomes available regarding this project. Mr. Jastrzab will be discussing the issues in question and report back to the Board at the December Board meeting.

8. **Authorization to Open a 30-Day Public Comment Period for the Draft 8-Hour Conformity Finding of the FY 2005 Transportation Improvement Program (TIP) and the Year 2025 Horizons Long Range Plan**

Dr. Shanis explained to the Board that transportation conformity is a process to ensure that plans and programs receiving federal funding are consistent with air quality goals. It applies to projects funded or approved by the Federal Highway Administration or the Federal Transit Administration in areas that do not meet or previously have not met air quality standards for ozone, carbon monoxide, particulate matter, or nitrogen oxides. The United States Department of Transportation cannot fund, authorize, or approve federal actions to support programs or projects that are not found to conform to the Clean Air Act Amendment requirements governing the current 1-hour ozone National Ambient Air Quality Standards [NAAQS] for transportation conformity. DVRPC has already demonstrated 1-hour transportation conformity of the FY 2005 TIP and the

*Horizons* 2025 Long Range Plan as certified by Board resolution B-FY04-009 on June 24, 2004.

This summer, the United States Environmental Protection Agency finalized ground-level ozone designations under the new 8-hour NAAQS. The new 8-hour NAAQS was initially issued in 1997 based on information demonstrating that the 1-hour standard was inadequate for protecting public health. However, due to a lengthy legal battle that ensued, the final implementation rules were not made until this summer. This stricter standard, 0.08 parts per million [ppm] averaged over eight hours, now replaces the existing 1-hour threshold, 0.121 ppm measured as a 1-hour average. A new designation, ozone classification, target year and goal (air quality budget) for the nine-county DVRPC planning area was also set. Complying with these new requirements, DVRPC must now demonstrate 8-hour transportation conformity of the FY 2005 TIP and the *Horizons* 2025 Long Range Plan. Staff will have the technical analysis completed for the October Board meeting, and will prepare a draft 8-hour conformity document.

Staff recommends that the DVRPC Board authorize a 30-day comment period to allow comment on the draft conformity document by the public and other agencies. The draft document will be available for public review by November 1<sup>st</sup>, with the public comment period running through November 30<sup>th</sup>. Staff will review the

comments received, and the RTC and RCC will prepare recommendations to the Board for adoption of the final conformity finding in December.

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

**MOTION** by Mr. Hughes, seconded by Mr. Hayden, that the Board authorizes the DVRPC staff to open a 30-day public comment period for the purpose of gathering public and agency comments on the draft 8-hour conformity finding of the FY 2005 TIP and the 2025 *Horizons* Long Range Plan, to issue proper public notification, to publish the draft conformity findings on the Internet, to make copies available at certain public libraries, and to hold a public meeting.

**9. Pennsylvania Infrastructure Investment Authority (PENNVEST) Funding Requests in Bucks, Montgomery and Philadelphia Counties**

Mr. Seymour explained to the Board 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. PENNVEST has recently begun a program to provide loans for brownfield assessments and remediation.

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

Bucks County

- (1) Riverfront South Brownfields Remediation Project - Request from the Redevelopment Authority of Bucks County for a PENNVEST loan in the amount of \$5,331,650 to remediate industrial pollution at a 26 acre site at 2375 State Road in the Cornwells Heights section of Bensalem Township along the Delaware River. The site clean-up will enable private redevelopment of the site for commercial and residential use.
- (2) Nockamixon Township - Request for a \$245,250 PENNVEST loan to address stormwater improvements at Ealer Hill Road.

Montgomery County

- (1) West Conshohocken Municipal Authority - Request for a \$604,000 PENNVEST loan to construct 2,318 feet of gravity lines and 285 feet of force mains to transport sewage from industries along Portland Road to the Conshohocken Wastewater Treatment Plant. This project addresses the problem of failing on lot sewer systems in this area.

Philadelphia

- (1) Philadelphia Authority for Industrial Development - Request for a \$1,435,289 PENNVEST loan to construct 1220 feet of stormwater pipes and 75 feet of sanitary sewer lines, as well as necessary inlets and manholes, to support the infrastructure needed for new development at the Navy Yard.
- (2) Philadelphia Authority for Industrial Development - Request for a \$314,725 PENNVEST loan to construct 1460 feet of water supply lines to support the infrastructure needed for development at the Navy Yard.

The projects in Bensalem, West Conshohocken and Philadelphia all serve to alleviate existing problems and are in areas already developed or identified as Future Growth Areas as designated in the DVRPC Year 2025 Plan. As such, these projects are consistent with the goals and policies of the regional plan.

Insufficient information was received for the Nockamixon Township and it is requested that this project be deferred.

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

**MOTION** by Ms. Bush, seconded by Mr. Jastrzab, that the Board

authorize the Executive Director to send a letter notifying PENNVEST that, with the exception of the Nockamixon Township project, the funding application requests in Bucks, Montgomery and Philadelphia Counties are consistent with Horizons 2025 Plan.

**10. Approval of the Board Meeting Schedule for Calendar Year 2005**

Ms. Denworth, Board Chair, announced the meeting schedule for Calendar Year 2005 (distributed to the Board) for approval.

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

**MOTION** by Mr. Jastrzab, seconded by Ms. Bush, that the Board approve the Board meeting schedule for Calendar Year 2005.

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

Dennis Winters, RCC Chair, encouraged the Board to consider the RCC's Amtrak Resolution (refer to the RCC Recommendations to the Board for October 28, 2004 attached as part of these minutes).

Mr. Winters also reported that a documentary, *The End of Suburbia*, will be shown at the RCC's December meeting. Mr. Winters invited the DVRPC staff and the Board to attend.

Mr. Coscia commented that he would ask the PCC/RTC to review the Amtrak Resolution and report recommendations at the December Board meeting.

**12. Development of the DVRPC FY 2006 Planning Work Program**

Mr. Coscia reported on the activities of the Work Program Committee meeting held preceding the Board Meeting of October 28, 2004. The committee reviewed three categories of projects (distributed to the Board): (1) new projects selected for inclusion in the FY 2006 Work Program to be funded from the available \$593,000 of FHWA, FTA and Comprehensive PL funds; (2) the projects selected if additional funding under the pending reauthorization of TEA-21 becomes available; (3) and the list of continuing projects that have alternative funding for the FY 2006 Work Program. The committee recommends the list of projects for Board approval.

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

**MOTION** by Mr. Gurick, seconded by Mr. Fulton, that the Board approve the selection of projects recommended by the Board Work Program Committee for the DVRPC FY 2006 Planning Work Program and authorize the DVRPC staff to prepare the draft document.

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

Mr. Coscia reported on the following items:

a. Environmental Justice (EJ) Conference held on September 29 and 30, 2004

Mr. Coscia reported that the EJ Conference at the Philadelphia Conference Center was well attended and the panels were outstanding.

b. Planning Partners Meeting with PENNDOT, October 17-20, 2004

Mr. Coscia reported that the Planning Partners Meeting was well attended by planners from county, regional, MPO, and rural levels. The *Transportation and Land Use* panel was of particular interest in which open two-way communication occurred. PENNDOT and its partners are continuing to examine programs and projects which will continue to build a relationship between transportation, land use planning, and economic development.

c. DVRPC Board Retreat, December 9, 2004, Philadelphia Airport Marriott

Mr. Coscia reported that the Board Retreat is scheduled for December 9, 2004 at the Philadelphia Airport Marriott. The keynote speaker is the Special Assistant to the Secretary for the Private Sector, U.S. Department of Homeland Security. Two panels; one on Airports and one on the Freight System will take place throughout the day. The Airport's new Master Plan will also be presented. Two tours will take place simultaneously as follows: (1) PHL International Terminal A-West, and (2) PHL Ramp Control Tower and Airfield. Mr. Coscia urged all Board members and alternates to attend.

### **14. Committee Reports**

The following committee reports were distributed to the Board for their review:  
(1) Planning Coordinating Committee/Regional Transportation Committee;  
(2) Intelligent Transportation Systems (ITS); and (3) Goods Movement Task Force.

### **15. One Minute Reports**

Ms. Bush commented on a presentation given by Wendell Cox who was hired by the Pennsylvania State Association of Township Supervisors to challenge the findings of the Brookings Report. Ms. Bush believes his presentation was very contrary to planning efforts.

### **OLD BUSINESS**

No old business was stated.

## **NEW BUSINESS**

Dr. Shanis announced to the Board that the TIP documents were available.

Dr. Shanis announced to the Board that DVRPC is one of the sponsors for two safety conferences; one on November 3 in Burlington County and one on November 10 in Gloucester County (flyers distributed to Board).

Dr. Shanis also announced that the Association of Metropolitan Planning Organizations (AMPO) awarded DVRPC the *National Award for Outstanding Technical Merit in Metropolitan Transportation Planning*.

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

### Attachments:

- (1) Resolution No. B-FY05-002
- (2) PCC/RTC Recommendations to the Board for October 28, 2004
- (3) RCC Recommendations to the Board for October 28, 2004

### Additional Documents Distributed to the Board:

- (1) Article from the Philadelphia City Paper entitled: *Get Smarter*
- (2) Interim Report to Summit Participants from the *Philadelphia 21<sup>st</sup> Century Economic Development Summit*
- (3) Alert, October 2004
- (4) TravelSmart, October 2004