

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

BOARD COMMITTEE

Minutes of Meeting of December 9, 2004

Location: Philadelphia Airport Marriott
Arrivals Road
Philadelphia, A 19153

Membership Present

Representative

New Jersey Department of Community Affairs

Herman Volk

New Jersey Department of Transportation

Brent C. Barnes

New Jersey Governor's Appointee

(not represented)

Pennsylvania Governor's Appointee

Richard W. Hayden, Esq.

Pennsylvania Governor's Policy Office

Joanne R. Denworth

Pennsylvania Department of Transportation

Larry King

Bucks County

(not represented)

Chester County

William H. Fulton

Delaware County

John E. Pickett

Montgomery County

Kenneth Hughes

Burlington County

Carol Ann Thomas

Camden County

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

(not represented)

City of Trenton

Andrew Carten

Non-Voting Members

Federal Highway Administration
New Jersey Division

Joung Lee

Pennsylvania Division

Spencer Stevens

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

(not represented)

Federal Transit Administration, Region III

Keith Lynch

Southeastern Pennsylvania Transportation Authority

Christopher Patton

New Jersey Transit Corporation

(not represented)

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

(not represented)

Pennsylvania Department of Community and
Economic Development

Kenneth Klothen

Regional Citizens Committee Chairman

Dennis Winters

DVRPC Co-Counsel

Pennsylvania Co-Counsel
New Jersey Co-Counsel

(not represented)
Thomas J. Coleman, Esq.

DVRPC Staff:

John J. Coscia, Barry Seymour, Donald Shanis, William Greene, Thabet Zakaria,
Charles Dougherty, Richard Bickel, Roger Moog, Jacob Malikkal, Candace Snyder,

Phyllis Robinson, and Jean McKinney.

Guests

Pennsylvania Department of Transportation	Robert Hannigan
New Jersey Department of Transportation	Brian Cuccia
Montgomery County	Leo Bagley
SEPTA	Katherine Popp-McDonough
Regional Citizens Committee	Warren Strumpfler Lorraine Brill
Chester County Citizen	John Thomas Cooper, P.E.

Call to Order

Joanne R. Denworth, Chair, called the meeting to order at 3:20 p.m.

Public Comments

John Thomas Cooper, P.E., Chester County, who had addressed the Board in October had returned to clarify his point on SEPTA's alternative service plan with reference to the Schuylkill Valley Metro (diagram distributed to the Board) and the PENNDOT sponsored task force plan. Mr. Cooper stated that SEPTA's plan contemplates an electrified one-seat ride from Center City to Reading via the existing SEPTA route through East Falls to Norristown using Norfolk-Southern's tracks from Norristown to Reading. The PENNDOT scheme contemplates a diesel service offering a two-seat ride, via a rehabilitated route through Cynwyd terminating at the lower level of 30th street station and requiring the installation of an electrified third rail in the center city tunnel if the service were to be extended into the tunnel. Mr. Cooper is concerned that the diesel scheme would not afford any savings to SEPTA because the capital cost of rehabilitating the Cynwyd route is equal to the cost of the electrified service from Norristown to Reading.

1. Minutes of Meeting of October 28, 2004

On a **motion** by Mr. King, seconded by Mr. Fulton, the minutes of the meeting of October 28, 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 PA05-05a: PA 309, ITS Integration, Montgomery County

PENNDOT has requested that DVRPC amend the FY2005-2008 TIP for Pennsylvania by adding a new project to the TIP, the PA Route 309 ITS Integration project. This project would provide for the installation of ITS elements (conduit, junction boxes, and fiber optics) for the full length of the Route 309 reconstruction project between Cheltenham Avenue and PA Route 63 in Montgomery County. In addition, ITS infrastructure components would be installed along the Pennsylvania Turnpike between the 309 Fort Washington Interchange and the Plymouth Meeting/Blue Route/I-476 Interchange of the Turnpike in order to better coordinate activity on the two facilities and tie the system into PENNDOT's central Control Center in King of Prussia. Some ITS costs were originally built into the various sections of the Route 309 project, but mostly for conduit and junction boxes. At this time the request is to add a \$400,000 utility phase in FY05 for the preliminary work required for the installation of fiber optic lines on the PECO poles along Route 309. Construction in Later Fiscal Years is estimated at \$13.5 million.

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 PA05-05b: PA 332 Jacksonville Road, Bucks County

PENNDOT has requested that DVRPC amend the FY2005-2008 TIP for Pennsylvania by deleting a project from the TIP, the PA Route 332 Jacksonville Road at Street Road project. This project scope was to improve traffic signals and widen the intersection with turn lanes. A developer for a retirement community at the intersection has completed some improvements through a Highway Occupancy Permit (HOP). The signal was upgraded and center turn lanes were added to both the north and southbound legs of Jacksonville Road. PENNDOT's Traffic Control Unit performed some level of service analysis to determine expected improvements from the balance of the TIP project work which would entail adding a through lane to Street Road at the intersection. The analysis determined that improvements would be marginal and PENNDOT is therefore recommending that the project be dropped given the cost to construct the through lane. Currently the project is programmed with \$2.4 million federal STU funds and \$600,000 state match in FY06.

This amendment will not negatively impact financial constraint and the TIP's conformity finding will not be impacted by this modification as this project is exempt.

After favorable recommendation was received from the Planning Coordinating Committee/Regional Transportation Committee (PCC/RTC) and the Regional Citizens Committee (RCC) the Board unanimously adopted the following **motion**:

MOTION by Mr. Hughes, seconded by Mr. King, that the Board approve the following TIP amendments:

- (1) TIP Action PA05-05a - PENNDOT's request to amend the FY 2005 TIP for Pennsylvania (FY2005-2008) by adding a new project, the PA Route 309 ITS Integration project with a \$400,000 utility phase in FY05, acknowledging a \$13.5 million construction phase in Later Fiscal Years, and
 - (2) TIP Action PA05-05b, PENNDOT's request to amend the FY 2005 TIP for Pennsylvania (FY2005-2008) by deleting a project from the TIP, the PA Route 332 Jacksonville Road at Street Road project (\$2.4 million STU/\$600,000 state match in FY06).
- c. TIP Action PA05-06a: FTA Section 5311 Program Capital Assistance, Capital Trailways Intercity Bus Terminal, Montgomery County

Montgomery County has requested that DVRPC amend the FY2005-2008 TIP for Pennsylvania by adding a project back into the TIP and programming funds for the Federal Transit Administration's Section 5311 Program (formerly Section 18) which would provide funds for the construction of an intercity bus terminal at the Norristown Transportation Center garage which is being constructed by SEPTA. The intercity bus terminal would be programmed in FY05 for engineering (\$75,000) and FY06 for construction (\$331,000) using a total of \$325,000 Section 5311 funds/\$41,000 State Public Transit funds/\$40,000 Local match provided by Montgomery County. Five bus berths, a ticket office, and an ADA compliant restroom would be included in the project. This project was recently reviewed by this committee and added to the FY04 TIP but funds were never authorized and the project must be added to the current TIP in order to advance. State Public Transit funds have replaced the cash contribution of Capital Trailways who has since agreed to a 29 year lease. Construction will not get underway until SEPTA completes its portion of the project (the garage) approximately 15 months from now. Participation in the program by private for profit enterprises is encouraged.

Financial Constraint will be maintained as these are additional funds to the region. The TIP's conformity finding will not be impacted by this modification as this project is exempt.

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 Mr. Fulton, that the Board approve TIP Action PA05-06, PENNDOT's request to amend the FY 2005 TIP for Pennsylvania (FY2005-2008) by adding a project back into the TIP and programming funds for the Federal Transit Administration's Section 5311 Program accordingly: \$325,000 FTA Section 5311 funds/\$41,000 State public transit funds/\$40,000 local match.

3. DVRPC Year 2030 Municipal Employment Forecasts

Barry J. Seymour, DVRPC staff, explained to the Board that DVRPC prepares and utilizes long-range population and employment forecasts as essential elements in all transportation and regional planning analysis, including area corridor studies, air quality modeling, and the long-range plan. Municipal population forecasts for the year 2025 were last updated and adopted by the DVRPC Board in February 2002. Municipal employment forecasts to the year 2025 were also adopted in 2002, but were last revised in 1999. Federal regulations under TEA-21 require that the MPO maintain a 20-year planning horizon for all transportation planning activities, thus it is important that the forecasts be revisited and extended to 2030.

The release of the U.S. Census Transportation Planning Package (CTTP) in 2003 with year 2000 municipal employment data presents an opportunity to review and revise the employment forecasts to assure that the most current and accurate data is used as the basis for the forecasts. Working with each member county planning staff, the municipal and county data for 2000 was reviewed and county forecasts were revised and extended to 2030, utilizing the year 2000 Census data as the new baseline year. These new county employment forecasts were adopted by the DVRPC Board in July 2004 and formed the control values for the revised municipal employment forecasts presented here.

Municipal forecasts were derived by examining previously-developed rates of growth, employment trends between 1990 and 2000, land use trends between 1990 and 2000, new or pending infrastructure and access improvements, state and county land use plans, current development proposals, and municipal and county growth management policies. DVRPC developed the preliminary forecasts, which were then reviewed and revised by county planners.

Mr. Seymour mentioned that Bucks and Mercer counties had requested additional time to compile their forecasts.

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

MOTION by Ms. Thomas, seconded by Mr. Fulton, that the Board approve the year 2030 municipal employment forecasts for Chester, Delaware, Montgomery, Philadelphia, Burlington, Camden, and Gloucester Counties as recommended and utilize these values for all ongoing planning work at DVRPC.

4. Adoption of the Updated Conformity Finding of the FY 2005 Transportation Improvement Program and the *Horizons 2025* Long Range Plan Under Current and Imminent national Ambient Air Quality Standards (NAAQS)

Dr. Shanis explained that the Transportation conformity is a process to ensure that

transportation plans and programs receiving federal funding are consistent with applicable state 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 (CO), particulate matter, lead, or sulfur dioxides. The United States Department of Transportation (US DOT) cannot fund, authorize, or approve federal actions to support programs or projects that are not found to conform to the Clean Air Act Amendments requirements governing all current National Ambient Air Quality Standards (NAAQS) for transportation conformity. Current NAAQS governing the nine-county DVRPC planning area include those for 1-hour ozone and CO. DVRPC has already demonstrated transportation conformity of the FY 2005 TIP and the *Horizons 2025 Long Range Plan* under current NAAQS as certified by Board Resolution B-FY04-009 on June 24, 2004.

This past summer, the United States Environmental Protection Agency finalized ground-level ozone designations under the new 8-hour NAAQS, the US DOT conformity approval of which is required by June 15, 2005. Complying with the new regulatory requirements, transportation conformity of the DVRPC FY 2005 TIP and the *Horizons 2025 Long Range Plan* must now include the imminent 8-hour ozone NAAQS.

Staff has completed necessary technical analysis and has prepared an updated conformity document covering all current and imminent NAAQS requirements. DVRPC held a 30-day public comment period from November 4, 2004, to December 3, 2004, during which one public meeting was also held. Staff has reviewed, responded, and documented in the updated conformity document all comments received during the public comment period.

Staff recommends that the Board approve Resolution B-FY05-003 adopting the updated conformity document. As adopted, this document will replace the current conformity document of June 2004, which does not include the imminent 8-hour ozone NAAQS.

Dennis Winters, RCC Chair, commented that the RCC requests more information on the variables used in the conformity determination and would like to have a state representative brief the RCC.

John J. Coscia, Executive Director, responded that an explanation of DVRPC's process for the conformity finding can be given, however, the states do not include an explanation of how the variables are compiled.

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

MOTION by Mr. Hayden, seconded by Mr. Hughes, that the Board approve the updated conformity finding of the FY 2005 TIP and the 2025 *Horizons*

Long Range Plan under all current and imminent NAAQS by adopting Resolution B-FY05-003 (copy attached).

5. **Expansion of the Regional Transportation Committee (RTC) to Include a Representative of the Greater Philadelphia Chamber of Commerce**

Dr. Shanis explained to the Board that the DVRPC Regional Transportation Committee (RTC) is the primary advisory committee to the DVRPC Board for the long range transportation plan, the Transportation Improvement Program, and other transportation related matters. The committee's membership is fixed, and presently includes the DVRPC member government agencies (i.e., those agencies which have voting representation on the DVRPC Board), and many other important transportation partners.

Periodically, it is necessary to adjust the official membership of the RTC to foster ties with other regional entities and to more accurately reflect the broad transportation focus of the committee. For example, representatives of DVRPC's freight and ITS advisory committees were recently added to the RTC membership. The addition of a representative of the Greater Philadelphia Chamber of Commerce to the RTC is now suggested to ensure the direct connection of the local business community to the transportation planning process.

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

MOTION by Mr. Griffith, seconded by Mr. Pickett, that the Board approve the expansion of the RTC membership to include a representative of the Greater Philadelphia Chamber of Commerce to sit, as a non-voting member, on the RTC.

6. **DVRPC FY 2006 Planning Work Program (PWP)**

Mr. Coscia explained to the Board that authorization is needed to distribute for review and comment the Draft Fiscal Year 2006 Planning Work Program consisting of: (1) DVRPC's Regular Work Program, (2) Supportive Regional Highway Planning Program (SRHPP), and (3) Transit Support Program (TSP). The Planning Work Program reflects the policy direction provided by the Board's Planning Work Program Committee and the input from member governments, operating agencies and other regional organizations.

Favorable recommendation was received from the PCC/RTC to distribute the PWP for public review and comment.

The RCC did not take action on releasing the Draft FY 2006 PWP for public comment. The committee recommends that the DVRPC Board approve the core

Work Program and remand back to the RTC's PA and NJ Subcommittees the responsibility for approving special studies. However, the RCC asks that the selection of special studies be reported back to the RCC after the subcommittees have met and made this determination.

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

MOTION by Ms. Bush, seconded by Ms. Thomas, that the Board authorize distribution of the DVRPC Draft Fiscal Year 2006 Planning Work Program for review and comment.

7. DVRPC FY 2005 Planning Work Program Amendment - New Initiative on Transportation, Land Use, and Economic Development Planning

Dr. Shanis explained to the Board that PENNDOT's Secretary of Transportation and the NJDOT Commissioner of Transportation have initiated a collaborative program to improve planning in the two states. By integrating transportation with economic development and land use planning, the objectives are to construct transportation projects that generate greater overall benefit and that can be implemented more rapidly.

PENNDOT, NJDOT, and DVRPC staff have been working together to better define this program that will advance the planning practice in Pennsylvania and New Jersey. The work may include policy development, demonstration corridor studies, preparation of innovative design manuals, and the conducting of national conferences.

This work program project will permit DVRPC to hire a consultant team to assist the commission in supporting and coordinating the new initiative. Through an open-end consultant arrangement, DVRPC can respond quickly to a variety of tasks that will be identified by the PENNDOT and NJDOT executives. In cases, when DVRPC is deemed to possess the skills necessary to perform the work, funds from this project may be retained by the Commission for this work.

The cost of this three-year project is \$600,000 annually. PENNDOT and NJDOT will share the funding.

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

MOTION Mr. Barnes, seconded by Mr. King, that the Board amend the DVRPC FY2005 Work Program to include the New Initiative on Transportation, Land Use, and Economic Development Planning project.

8. Agility Agreement Between PENNDOT and DVRPC

Mr. Coscia explained to the Board that in 1996, a PENNDOT Agility Program was created which enables valuable service exchanges between PENNDOT and its

Agility Partners. Service exchanges are accomplished by assigning values to the services provided by PENNDOT and its partners, and making the exchange equal in value between the department and its partner. The most significant benefit of the Agility Program is that it helps PENNDOT and its partners build relationships within their communities. Additionally, both PENNDOT and its partners are able to use funds more efficiently and effectively.

An Agility Agreement is an umbrella type of agreement, which indicates PENNDOT's and its partner's intent to exchange services with each other when and if an opportunity arises.

DVRPC's primary task under this Agility Agreement will be to work in collaboration with PENNDOT in order to refine and expand their agility program.

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

MOTION by Mr. King, seconded by Mr. Hughes, that the Board approve the Agility Agreement and resolution between PENNDOT and DVRPC.

9. SEPTA Financial Crisis

Mr. Coscia explained to the Board that SEPTA faces an operating budget deficit of \$62 million this fiscal year ending June 30, 2005, with a projected \$92 million deficit next fiscal year. To deal with this crisis, SEPTA has proposed ending weekend service, cutting evening service, laying off 1,300 employees, and raising the cash fare.

The Pennsylvania Governor's Office is evaluating a number of scenarios to avoid or curtail this funding crisis not only for SEPTA but for all of the state's transit systems.

One scenario being evaluated is the use of new revenue generated in the state's Oil Company Franchise Tax (OCFT) and the "flexing" of highway funds to cover the statewide \$190 million transit deficit for FY 2005 and 2006.

The OCFT is one of the sources of revenue for the state's Motor License Fund, along with the Liquid Fuels Tax and other taxes and fees. Much of the increase is statutorily directed to state and municipal highway maintenance, certain turnpike expansion projects, and other restricted accounts. However, PENNDOT estimates that \$133 million in additional funds will be available for highway and bridge projects: \$55 million during the remainder of SFY 2005 and \$78 million in the first half of SFY 2006.

Motor License Funds are restricted to highway and bridge projects by the state Constitution. However, PENNDOT Secretary Allen Biehler has indicated that he may propose swapping these restricted state funds for less restrictive federal funds in an effort to shift funding from the Highway Program to the Transit Program. He

has directed each PENNDOT District in the state to prepare two alternate funding scenario lists such as:

- (1) a list of highway and bridge projects equal to the region's estimated share of the new revenue (PENNDOT assumed the same shares as in the current TIP), and
- (2) List of project (or project phases) that could be eliminated (or deferred) from the current TIP equal to the region's share of the difference between the \$190 million statewide transit deficit and the \$133 million in new OCFT.

If it is decided to "flex" highway funds, the DVRPC Board must approve the changes to the TIP, based on the recommendations from the RTC and comments from the RCC.

10. Regional Citizens Committee (RCC) Report

Dennis Winters, RCC Chair, reported that the RCC voted to rescind its approval of the Cramer Hill / Pennsauken Waterfront Access Study Work Program Amendment, based upon the rationale presented in the document attached to the RCC Recommendations to the Board for December 9, 2004 (copy attached).

Mr. Winters also stated that the transportation Subcommittee has been working on a rebuttal to the responses provided by agencies as a result of RCC comments regarding the FY 206 TIP for PA and NJ. The RCC approved forwarding this document to DVRPC staff for transmittal to the appropriate agencies for a response.

Finally, Mr. Winters announced and invited all Board members and alternatives to attend the showing of a film entitled: *The End of Suburbia ... Oil Depletion and the Collapse of the American Dream* at DVRPC on December 15, 2004 at 12 noon in the Main Conference Room.

11. Executive Director's Report

Mr. Coscia reported that a very successful New Jersey Central Forum was held on November 4, 2004. In particular, Mr. Coscia pointed out the discussion on the Bus Rapid Transit (BRT). Rich Amodei, STV Incorporated made a presentation and stated that aerials of the BRT alignments have been drafted. Also an outline of five options for the DINKY right-of-way has been prepared. The BRT may be running in three to ten years. The BRT would be a one-seat ride from the main park and ride stations and the route is currently estimated at approximately sixty percent dedicated right-of-way and forty percent shared right-of-way. The fare would be approximately \$2.00. Park and ride lots will accommodate bicycles and the DINKY right-of-way is expected to eventually include a bike path.

12. Committee Reports

The Planning Coordinating Committee/Regional Transportation Committee report was 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 4:30 p.m.

Attachments:

- (1) Resolution No. B-FY05-003
- (2) PCC/RTC Recommendations to the Board for December 9, 2004
- (3) RCC Recommendations to the Board for December 9, 2004

Additional Documents Distributed to the Board:

- (1) *Alert*, November 2004
- (2) *TravelSmart*, December 2004

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EXECUTIVE COMMITTEE

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<u>DVRPC Co-Counsel</u>	
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Call to Order

Joanne R. Denworth, Chair, called the meeting to order at 4:30 p.m.

1. Minutes of Meeting of October 28, 2004

On a motion by Ms. Bush, seconded by Mr. Hayden, the minutes of the meeting of October 28, 2004 were approved as distributed.

OLD BUSINESS

No old business was stated.

NEW BUSINESS

No new business was stated.

There being no further business, the meeting was adjourned a 4:31 p.m.

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