

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

BOARD COMMITTEE

Minutes of Meeting of June 24, 1999

Location: Commission Officer
The Bourse Building, 8th 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

John H. Moore

Governor of New Jersey's Appointee

Jerrold D. Colton

Governor of Pennsylvania's Appointee

Timothy Carson

Pennsylvania Governor's Policy Office

Charles Bohnenberger

Pennsylvania Department of Transportation

Larry M. King

Bucks County

Charles H. Martin

Chester County

Colin A. Hanna
Charles Coyne

Delaware County

John E. Pickett

Montgomery County

Arthur F. Loeben

Burlington County

Ridgeley P. Ware
Carol Ann Thomas

Camden County

J. Douglas Griffith

Gloucester County

Charles Romick

Mercer County

(not represented)

City of Chester	William Payne
City of Philadelphia	Denise L. Goren
City of Camden	Edward Williams
City of Trenton	Andrew Carten
<u>Non-Voting Members</u>	
Federal Highway Administration New Jersey Division	(not represented)
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 State Planning	Charles Newcomb
Federal Transit Administration, Region III	(not represented)
Southeastern Pennsylvania Transportation Authority	David Fogel
New Jersey Transit Corporation	Brent Barnes
Port Authority Transit Corporation	(not represented)
Delaware River Port Authority	Neil Weissman
New Jersey Department of Environmental Protection	(not represented)
Pennsylvania Department of Environmental Protection	(not represented)
Pennsylvania Department of Community and Economic Development	Ronald K. Bednar
Regional Citizens Committee Chairman	Dennis Winters

DVRPC Co-Counsel

Pennsylvania Co-Counsel
New Jersey Co-Counsel

Kenneth Zielonis
(not represented)

DVRPC Staff: John J. Coscia, Barry Seymour, William Greene, Donald Shanis, Thabet Zakaria, Richard Bickel, Charles Dougherty, Jerry Gray, Joel Fontane, Candace Snyder, and Jean McKinney.

Guests

Pennsylvania Department of Transportation

Robert Hannigan
Greg Brown (Dist. 6-0)

New Jersey Department of Transportation

Jerry Mooney
John Jennings
Al Prant

New Jersey Governors Authorities Unit

Eileen K. Schlindwein

Camden County

Gail P. Elbert

City of Philadelphia

Larry Wilson

Cross County Connection TMA

William Ragozine

Washington Township

Robert melvin

Saunders Saws, Inc.

Robert Priest

Central Atlantic Contractors

John Depman

Call to Order

Chairman Colin A. Hanna called the meeting to order at 10:33 a.m. This being his last meeting as Board and Executive Committee Chairman, Chairman Hanna thanked the DVRPC staff and the other Board members for making his term a very rewarding undertaking.

Public Comments

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

John J. Coscia, Executive Director, notified the Board that a plaque was sent to Robert E. Moore recognizing him for his valuable contributions to the region for over 25 years as the DVRPC Board alternate for Bucks County.

Mr. Coscia also presented a plaque to Jerry A. Gray, DVRPC staff member, for the occasion of his retirement. Mr. Coscia expressed appreciation and recognition for Mr. Gray's 30 years of outstanding and distinguished service as a member of the DVRPC staff.

Mr. Gray thanked everyone on the Board for all their cooperation and support throughout the years.

1. Minutes of Meeting of May 27, 1999

On a **motion** by Ms. Goren, seconded by Mr. Ware the minutes of May 27, 1999 were approved as distributed.

2. Transportation Improvement Program (TIP) Amendments and Modification

Charles Dougherty, DVRPC staff, briefed the Board on the following TIP Amendments and Modification:

New Jersey Section of TIP

- a. Amendment 9828 - Revisions Package, New Jersey Department of Transportation (NJDOT)

NJDOT has requested that DVRPC amend the TIP by adjusting the cost and/or schedule of the following projects:

**(1) Route 29 Sections 10C, 11 B (TIP #4313, DB #551)
Boulevard connecting Ferry St. to Lambertson Rd., Mercer County**

The current TIP shows \$33.950 million of State funds programmed for engineering, right-of-way, and construction (ERC) in FY2000. NJDOT is requesting to reprogram this amount as follows: \$5 million of NHS funds in FY1999, \$10 million of NHS funds in FY2000, and \$18.950 million of State funds in FY2000.

**(2) Route 73 Section 5 (TIP #1323, DB #567)
Marlton Circle Elimination, Burlington County**

The current TIP shows \$.5 million of NHS funds programmed for preliminary design in FY1999 and \$5.5 million in NHS funds programmed for right-of-

way in FY2001. NJDOT is requesting to increase the amount programmed in FY1999 to \$1.02 million to and defer the right-of-way phase from FY2001 to FY2002. The cost increase of \$.52 million in preliminary design is the result of having to prepare an environmental impact statement (EIS) instead of a Categorical Exclusion as originally anticipated. Reprogramming the right-of-way phase to FY2002 is in keeping with the schedule shown in the Draft FY2000-FY2002 TIP.

**(3) Route 42 Roadside Rehabilitation Program (TIP #2242, DB #X200S)
Landscaping from Atlantic City Expressway to I-295, Camden County**

The current TIP shows \$.1 million of TE funds for engineering and construction (EC) in FY2000. NJDOT is requesting to add \$.1 million for design in FY1999 and an additional \$1.4 million for construction in FY2000.

Financial constraint will be maintained through adjustments to the following projects:

**(1) Route 73 Section 5C (old TIP #21FY2001, old DB #266)
Improvements at US 30, Camden County**

\$5.52 million in NHS funds were released from the right-of-way phase of this project. These newly available funds will be used to offset the cost increases in items (1) and (2) above.

**(2) Route 30 Section 11A (TIP #2232, DB #157)
Replacement of Bridges over Atlantic City Line, Camden County**

The current TIP shows \$.1 million in Bridge funds programmed for right-of-way in FY1999. It has been determined that no right-of-way is needed for this project. These funds will be used to offset the FY1999 cost increase in item (3) above.

**(3) I-95 Scotch Rd. (TIP #4321, DB #9194)
Interchange Improvement, Mercer County**

The current TIP shows \$9.1 million programmed for engineering, right-of-way, and construction (ERC) in FY1999 and \$20.9 million for ERC in FY2000. NJDOT has determined that construction funds will not be obligated in FY2000 and should be reprogrammed as follows: \$15 million

in FY2001 and \$10.4 million in FY2002. The FY2000 authority will be used

to offset the FY2000 cost increase in item (3) above. To offset the subsequent cost increase to FY2001, the following adjustments will be made:

**(a) Rt. 9 Section 17B (TIP #1181, DB #077)
Replacement of Bridge over Bass River, Burlington County**

Reprogram \$5 million in Bridge funds for construction from FY2001 to FY2002.

**(b) I-295 Section (5) (TIP #2340B, DB #355)
I-295/42/I-76 Interchange Improvements, Camden County**

Reprogram \$3 million in NHS funds for design from FY2001 to FY2002. Reprogram the FY2001 right-of-way phase and FY2002 construction phase to later years.

**(c) I-295 Study A (TIP #2340A, DB #355A)
Proposed Ramps between I-295 and Route 42, Camden County**

Reprogram \$3 million in NHS funds for right-of-way from FY2001 to FY2002. The FY2002 construction phase will be reprogrammed to later years.

All of these adjustments are in keeping with the schedule shown in the Draft FY2000-2002 TIP. Financial constraint in FY2002 will be maintained via unprogrammed resources.

There will be no impact on conformity since all of the projects are either drawn from the conforming Year 2020 Plan or are exempt from the regional air quality conformity analysis.

Favorable recommendation was received from the Planning Coordinating Committee/Regional Transportation Committee (PCC/RTC) that the Board approve TIP Amendment 9828.

The Regional Citizens Committee (RCC) recommended that the Board approve TIP Amendment 9828; however, the RCC wishes to again express its opposition to the New Jersey Route 29 project.

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

MOTION by Mr. Griffith, seconded by Mr. Moore; that the Board approve TIP Amendment 9828, New Jersey Department of Transportation Revisions Package.

Pennsylvania Section of the TIP

- b. Amendment 9906 - Smart Bridges
(Delaware River Port Authority)

The Delaware River Port Authority (DRPA) has requested that DVRPC amend the TIP by adding the Smart Bridges project at a total cost of \$1.6 million (\$800,000 ITS Deployment Program Demo funds, \$800,000 DRPA matching funds.) This project will integrate the various Intelligent Transportation Systems (ITS) applications from planning, systems engineering, and operations perspectives. It will enhance communication and incident response capabilities and support evolving regional and national ITS architecture.

Financial constraint will be maintained since these funds are earmarked for this project in TEA-21.

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

Favorable recommendation was received from the PCC/RTC.

The RCC recommends that the Board approve TIP Amendment 9906. The RCC believes that ITS, when used to address safety issues and handle incident management, are crucial. However, the RCC opposes ITS when they facilitate SOV capacity.

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

MOTION by Mr. Carson, seconded by Mr. Bohnenberger; that the Board approve TIP Amendment 9906, DRPA's request to amend the FY 1999-2002 TIP by adding the Smart Bridges project for ITS activities on the DRPA bridges, with \$800,000 TEA-21 earmarked Demonstration funds and \$800,000 DRPA matching funds.

- c. Modification 9907 - Transit Enhancements (Southeastern Pennsylvania Transportation Authority)

The current TIP includes a SEPTA line item for Transit Enhancements (TIP #S090), with \$1.777 million programmed in FY1999. SEPTA has requested that DVRPC endorse the use of these funds for the historic preservation and renovation of the Allens Lane, Overbrook, Radnor, and Strafford train stations.

These four stations were initially selected by the Statewide Transportation Enhancements Advisory Committee as part of the statewide competition under ISTEA. SEPTA has since completed the design for all four stations and construction work is underway at three of the stations. The fourth station, Strafford, is expected to go to construction shortly. These additional funds will enable the completion of all of the work planned for these stations.

The scope of work covers many of the eligible enhancement activities including historic preservation, landscaping, pedestrian access, improved signage, and enhanced access to transit for persons with disabilities.

There will be no impact on financial constraint.

These projects are exempt from the regional air quality conformity analysis.

Favorable recommendation was received from the PCC/RTC to approve TIP Modification 9907.

The RCC recommended that the Board approve TIP Modification 9907. However, the RCC believes that the selection process for future Transit Enhancement projects should be more open and responsive, and should parallel the process used by highway agencies in making TE decisions.

Denise Goren, City of Philadelphia, expressed her disappointment in that more transit-specific projects were not included in the TE selections and urged that these type of projects be included in making future TE decisions.

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

MOTION by Mr. Carson, seconded by Mr. Moore; that the Board approve TIP Modification 9907, SEPTA's request to modify the Transportation Enhancements line-item in the FY 1999-2002 Pennsylvania TIP to include improvements at the Allens Lane, Overbrook Strafford, and Radnor Regional Rail stations, using \$1,777 million programmed for FY 1999.

- d. Amendment 9909 - Center City Signal Improvement Project - Phase I (City of Philadelphia)

The FY 1995-1998 TIP contained the Center City Traffic System project (TIP #9554). The construction phase was authorized in September 1996 and funds were obligated in March 1998. The bids received were too high and the project was revised and re-bid. However, the bids received the second time (\$9.606 million) were still higher than the amount of the prior authorization (\$5.744

million). The City, in consultation with PennDOT, is now requesting the additional funds (\$3.862 million) necessary to cover the latest bids. To make these funds available from the current FY 1999-2002 TIP, the project needs to be amended into the TIP while maintaining financial constraint both for FY1999 and the overall four year TIP. To accomplish this, the City has proposed the following:

- 5th Highway District 3R (#9676) - CON delayed into FY 2000
- Kelly Drive (#9736) - CON delayed into FY 2000
- JFK Boulevard (#9717) - CON delayed into FY 2000
- 42nd Street (#9682A) - CON delayed into FY 2001
- City-Wide 3R (#9689) - CON will be deferred to FY 2001 (re-address in next update)
- Center City Signal System - Phase II (#9614) - The TIP shows this project with CON programmed over two years (FY2000 and FY2001) for cash flow purposes. The project may be fully authorized to start in FY2000 with partial funds obligated in that year. The FY2001 reimbursement will be deferred to after the TIP period (but may be re-addressed in the next TIP update).

Financial constraint will be maintained by adjustments to six other projects whose construction phases either have been delayed or the City has chosen to defer at this time. The remainder of funds necessary to balance the amendment will come from the DVRPC Financial Constraint Bank (see the attached table).

The project which is the basis of this amendment was included in a prior conforming TIP.

Favorable recommendation was received from the PCC/RTC to approve TIP Amendment 9909 contingent upon the City and PennDOT identifying proper sources of funds to maintain financial constraint.

The RCC recommends that the Board defer action on the Philadelphia City Streets Department TIP Modification because of a lack of information and because of concern for a disregard for the planning and committee process.

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

MOTION by Mr. King, seconded by Ms. Goren that the Board approve TIP Amendment 9909, the City of Philadelphia's request to add \$2 million to the Center City Traffic Control System (TIP #9909) provided that a source of funds is identified for this use.

3. **US 202 (Section 300) Congestion Management System (CMS) Report**

Donald Shanis, DVRPC staff, highlighted the results of the US 202 (Section 300)

CMS Report (distributed to the Board). He explained that the Pennsylvania Department of Transportation has proposed widening US 202 (Section 300) from four lanes to six lanes, primarily within the existing grass median, to reduce congestion.

Due to the scope of the proposed improvements, an additional project-level analysis was undertaken to verify the initial CMS determination and to forward a set of CMS commitments.

A needs assessment was conducted to determine if widening could be avoided by implementing Transportation Control Measures (TCM) and Transportation Demand Management (TDM) strategies to fulfill the project needs. The analysis concluded that CMS strategies would only be able to reduce daily vehicle miles traveled (VMT) in the corridor by 5 to 15% and that widening was warranted.

The second phase of the project-level analysis selected a set of CMS commitments that will augment the usefulness and longevity of the SOV enhancements. A set of strategies was refined and endorsed by implementing sponsors and operating agencies. Selected strategies were chosen from the *PA CMS Phase 2 Report*, the US 202 (Section 400) CMS analysis and from recommendations from the DVRPC Regional Citizens Committee (RCC). The commitments, combined with CMS strategies already in place in the corridor, will result in one of the most intermodally-accessible corridors in the region.

The RCC recommendation to the Board was that the RCC supports most of the US 202 (Section 300) CMS strategies but opposes any new SOV widening. The RCC is distressed that the US Route 202 CMS excludes explicit consideration of high quality express buses, one or more park-and-ride lots at the southwest residential end and direct service to significant employment locations at the northeast end. The RCC believes this service should be promoted aggressively in the media and through employers for an extended period as it would serve as a modal alternative for other SOV-increasing proposals, in addition to the Route 202 (Section 300) corridor.

Dr. Shanis responded that the express bus service was identified and analyzed. It was determined that, at this time, this type of service would not be effective. Bus service of this kind would need to make frequent stops to board and discharge individuals and this would defeat the purpose. Without the stops it would not service enough individuals to be a viable solution. The park-and-ride lot solution was also considered previously and it was found that the existing lots are sparsely used.

Arthur Loeben, Montgomery County, asked if diverting traffic to the Pennsylvania Turnpike was considered an option to relieve traffic on Route 202 (Section 300). Chairman Hanna responded that solution was under consideration, however, it has

become a very complicated issue.

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

MOTION by Mr. Carson, seconded by Mr. Bohnenberger; that the Board adopt Resolution No. B-FY99-016 (copy attached) certifying that the US 202 (Section 300) Improvement Project results from a fully operational Congestion Management System (CMS) Report. Furthermore, DVRPC fully supports and endorses the travel demand reduction and operational improvement strategies recommended by the CMS.

Chairman Hanna expressed his appreciation and commended the DVRPC staff and PennDOT for the very inclusive process in which the Route 202 (Section 300) project has been managed.

4. Amendment to the NJDOT FY 1999-2001 Study and Development Program

John Jennings, Project Manager, NJDOT, presented to the Board an amendment to the NJDOT FY 1999-2001 S&D Program. NJDOT has adopted the approach of developing the scope for a project prior to its inclusion in the TIP. This work is accomplished through the department's Planning and Scope Development Work Programs or through the MPO Local Scoping Program, which collectively are referred to as the Study and Development Program (S&D). S&D takes a selected highway deficiency (Problem Statement) through the steps of problem documentation, conceptual design, feasibility analysis of alternative solutions, an environmental scan to determine what permits will be needed, and the specification of the project scope.

NJDOT, with the support of Mercer County and Washington Township, has requested that the FY 1999-2001 Study and Development Program be amended to include the Access Management Plan for Washington Township study, which had been inadvertently left out of the program but has been underway with NJDOT assistance. This plan and study are focused on the new Robbinsville Town Center area. As part of the planning effort, conceptual designs are being advanced for a possible Route 33 Bypass of the Robbinsville town center, along with other improvements to the township's circulation plan.

Mr. Jennings continued that the town center would be built for multi-use and include: homes, businesses, bicycle lanes, parks, and transit facilities. Also, being a concentrated development, would save open space.

Favorable recommendation was received from the PCC/RTC.

Favorable recommendation was received from the RCC. The RCC also feels that the project should examine the feasibility of connecting to a future intrastate transit system, preferably using light rail.

Mr. Dougherty, stated the DVRPC staff recommendation as follows: Recommends approval, with the understanding that NJDOT will request amendments for any individual projects emerging from the study and make presentations to the RTC, RCC and the Board.

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

MOTION Mr. Ware, seconded by Mr. Griffith; that the Board approve amending the NJDOT FY 1999-2001 Study and Development Program to include the *Access Management Plan for Washington Township*, with Concept Development in FY 1999, and Feasibility Assessment and Final Scope Development in FY 2000 with the understanding that NJDOT will request amendments for any individual projects emerging from the study and make presentations to the PCC/RTC, the RCC, and the Board.

5. **FY 2000 DVRPC Planning Work Program Amendment and FY 1999-2002 Pennsylvania TIP Amendment 9910: Program Management for Non-Traditional Project Implementation (Pennsylvania)**

Mr. Coscia briefed the Board on this amendment and explained that within TEA-21 is included funding for non-traditional transportation projects such as multi-use trails, streetscapes, historic restorations, alternative fueled vehicles and travel demand management. Four categories of federal funding that provide broad eligibility are: Transportation Enhancements, Demonstration, Congestion Mitigation/Air Quality, and Surface Transportation Program. TEA-21 funding levels are at a historic high and will cause strain in the highway project delivery process for local engineering districts at current staffing levels. This work program will provide for an expansion of DVRPC staff to assist PennDOT in the implementation of non-traditional transportation projects. This assistance will generally involve facilitation and coordination among the projects applicant, PennDOT district, Central office staff and FHWA. Staff will consist of a section manager, who will be responsible for liaison between DVRPC and PennDOT, and two to four project managers (depending upon workload).

A list of the selected Transportation Enhancement projects were distributed to the Board.

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

Favorable recommendation was received from the RCC.

There arose some question as to what the exact role would be for DVRPC for this

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John Pickett recommended that the Counties also assist PennDOT with the projects. Larry King, PennDOT agreed that the appropriate counties could be involved.

Ms. Goren objected to the three City of Philadelphia projects being part of this program and requested that they be removed. The three projects are: (1) Manayunk Recreation Path, Phase 2, Westbank Greenway, Phase 2 and the Independence Gateway Transportation Center. The first 2 projects are part of the TE projects and the third is a demonstration project. It was agreed.

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

MOTION by Ms. Goren, seconded by Mr. King that the Board approve amending the FY 2000 DVRPC Planning work program and the FY 1999-2002 Pennsylvania TIP (TIP Amendment 9910) to include the project *Program Management for Non-Traditional Project Implementation* in Pennsylvania as amended which excludes the following City of Philadelphia projects: Manayunk Recreation Path, Phase 2, Westbank Greenway, Phase 2 (both TE projects), and the Independence Gateway Transportation Center (a demonstration project).

6. Regional Job Access and Reverse Commute Transportation Plan

Richard Bickel briefed the Board on the Regional Job Access and Reverse Commute Transportation Plan. The Draft Plan was presented to various city, county and state member governments, Departments of Transportation and social service agencies for review. Review comments and updated information, including the list and descriptions of the selected FY 1999 projects have been incorporated in the revised Plan. In addition, following legal advertisement and mailed notice to over 300 organizations and individuals, a public hearing on the proposed Plan was held at DVRPC on May 10, 1999. Based on comments received at the hearing, staff has incorporated several clarifying revisions concerning the definition of transportation management associations, the potential role of bicycling as a job access transportation solution and proposed process changes for the review of Fiscal Year 2000 project proposals in the Plan.

Favorable recommendation was received from the PCC/RTC and the RCC.

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

MOTION by Mr. Griffith, seconded by Mr. Pickett; that the Board adopt the *Regional Job Access and Reverse Commute Transportation Plan* by passing Resolution No. B-FY99-017 (copy attached).

7. DVRPC Year 2025 Regional and County Population and Employment Forecasts

Joel Fontane presented the Year 2025 population and employment forecasts at the county level. These forecasts are based on the best and most current information available and serve to update and extend our "Year 2020 Population and Employment Forecasts" (completed June 1993) as required by TEA-21.

All member counties' planning directors and select technical staff reviewed the DVRPC forecasts and provided general and specific comments. After a detailed technical methodology meeting and several individual county meetings our forecasts were refined to incorporate member county knowledge about the likely future for their county.

Mr. Fontane explained that in the Year 2025 our region will be larger, older in terms of population and slower growing in terms of job growth. The regions population will be at 5.9 million. Bucks, Chester, and Gloucester will have the most significant population growth by the Year 2025 while Montgomery County will have the most significant job growth.

Favorable recommendation was received by the PCC/RTC to approve the DVRPC

Year 2025 Regional and County Population and Employment Forecasts.

The RCC favorably recommended that Board approve the Regional Job Access and Reverse Commute Transportation Plan. However to the extent that these forecasts project the status quo, and to the extent that the status quo reflects unsustainable patterns of development for the metropolitan area, the forecasts should raise an alarm and elicit a collective response from planners and those who can shape the future.

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

MOTION by Mr. Romick, seconded by Mr. Ware; that the Board adopt the *DVRPC 2025 Regional and County Population and Employment Forecasts* by passing Resolution No. B-FY99-018 (copy attached).

8. Pennsylvania Infrastructure Investment Authority (PENNVEST) Funding Request in Bucks, Chester, and Delaware Counties

Mr. Seymour explained that PENNVEST is an independent agency of the Commonwealth of Pennsylvania managed by a 13-member Board of Directors and chaired by the Governor, which provides funding for drinking water, wastewater treatment and stormwater management projects. The Program provides long-term loans through a revolving loan fund to municipalities, authorities and some private entities at below-market interest rates. Limited grant funds are also available.

PENNVEST has forwarded three applications to DVRPC for review for consistency with the regional plan. The three projects are:

- East Rockhill Township, Bucks County - Request for \$1,218,736 to construct a 113,000 GPD wastewater treatment plant and 4,000 foot interceptor line to provide 411 EDU connections.
- Historic Yellow Springs, Inc., West Pikeland, Chester County - Request for \$100,000 to replace existing failed absorption beds on site. No increase in capacity is sought.
- Delaware County Regional Water Quality Control Authority (DELCORA) - Request for \$8,500,000 to design and build an upgraded pump station, together with 3 miles of force main to divert existing flows from the CDCA Service Area

to DELCORA's treatment plant in Chester. No additional capacity is created by this project.

The East Rockhill Township project is in an area identified in the Year 2020 Plan as developed, future growth area, proposed open space and rural. Of the 411 connections created by the project, 240 would serve existing units in a developed area and 110 would serve an already approved but not yet constructed development in a future growth area. This would leave a net of 61 connections for future development. Concerns raised by Bucks County regarding this project concern the fact that the township's Act 537 Plan is not entirely consistent with the municipal comprehensive plan in that certain areas identified for sewer service in the 537 Plan are not so identified in the comprehensive plan. There is also a concern that in constructing a new municipal facility, East Rockhill will remove themselves from the existing regional Pennridge Wastewater Treatment Authority. Finally, there is a concern that a new facility would expand discharge to the East Branch of the Perkiomen Creek, although such discharge would otherwise be through the existing Pennridge facility just downstream. Despite these reservations, the Bucks County Planning Commission recommends this project for PennVest funding.

The Historic Yellow Springs project is in an area identified as rural in the Year 2020 Plan, but this project would replace an existing facility to address health and environmental concerns, without creating additional capacity. As such, it is consistent with the 2020 Plan.

The DELCORA project is in an area of southern Delaware County which is either fully developed or identified for future infill development. The proposal does not create additional capacity but rather manages existing flows more efficiently and is also consistent with the 2020 Plan.

The RCC recommends that the Board approve the PENNVEST funding requests in Delaware and Chester counties, but deny the request in Bucks County because it adds capacity and serves as a resolution of a local conflict without regard for the regional impact of such a decision. The project should not be subsidized with public monies.

The Board adopted the following **motion**:

MOTION by Mr. Pickett, seconded by Mr. Carson that the Board Authorize the Executive Director to send letter notifying PENNVEST that the funding requests in Bucks, Chester, and Delaware Counties are consistent with the DIRECTION 2020 Plan.

Motion carried with **two abstentions**.

9. Election of DVRPC Board Officers for Fiscal Year 2000

Chairman Hanna reported the Nominating Committee's proposed slate of candidates for DVRPC Board Officers for Fiscal Year 2000 (July 1, 1999 - June 30, 2000) as follows:

Chairman:	Jerrold D. Colton, New Jersey Governor's Appointee
Vice Chairman:	Charles H. Martin, Bucks County
Secretary:	James G. Atkinson, Gloucester County
Treasurer:	Timothy J. Carson, Pennsylvania Governor's Appointee

There were no further nominations from the floor and the nominations were closed. The slate of Board officers for Fiscal Year 2000 proposed by the Nominating Committee was unanimously elected by acclamation.

additional seat on the CMAQ Committee for a non-motorized bicycle advocate to be selected by the RCC Committee.

8. FastShip Presentation

Roland Bullard, President, FastShip, presented to the Board the potential benefits to the region of the FastShip project. Mr. Bullard explained that FastShip is a ship building project currently taking place at the Philadelphia Naval Base. Four ships are proposed to be built which will be financially supported by many partners. These ships will travel at faster speeds than current container ships and will supply a seven day door-to-door transportation network for cargo between the middle of the United States and the middle of Europe.

9. Year 2025 Regional and County Population and Employment Forecasts

Joel Fontane, DVRPC staff presented the draft forecasts (distributed to the Board) of population and employment to the Year 2025, prepared in conjunction with the city and county planning departments. These forecasts would replace the current 2020 forecasts in use at DVRPC, the counties and the states which were adopted in 1993, and extend the term of the forecasts to 2025. Overall, the regional population forecasts remains very similar, although forecasts are up in Bucks, Chester, Montgomery, and Burlington counties and down in the other counties. Regional employment forecasts are lower than the adopted 2020 numbers, with increases in Bucks, Chester and Delaware counties only and decreases in all others. A key issue demonstrated by the forecasts is the aging of the population, and the resulting impacts on the available labor force. This coming demographic change will have many impacts on society. Following adoption of the county and regional forecasts

by the Board in June, work on the municipal-level forecasts will proceed.

10. Nominating Committee Report: Fiscal Year 2000 DVRPC Board Officers

Chairman Hanna reported that nominations for the recommended slate of officers to serve on the DVRPC Board for Fiscal Year 2000 have not been completed. Therefore, the nominations will be announced and elections will take place at the regular June meeting.

At this time, Chairman Hanna excused himself from the meeting and Vice Chairman Ware presided.

11. Regional Citizens Committee (RCC) Report

Dennis Winters, Chairman of the RCC, reported on the activities of the RCC's meeting of June 8, 1999 not previously reported under above agenda items as follows:

a. City of Philadelphia Arterial Interconnect Project -

Mr. Winters expressed the RCC wishes to voice its concern that changes to the City of Philadelphia Arterial Interconnect Project (TIP #9705) are being handled as an administrative action. Community opposition to some of these changes has become evident (particularly regarding the Castor Avenue, Everett Avenue, and Magee Avenue intersection), and the RCC therefore seeks assurances from the City Streets Department and PennDOT that public meetings will be held for the communities surrounding these intersections so that concerns can be addressed.

b. CMS Appointments Resolution (recommendations to the Board for June 24, 1999 attached).

11. Innovative Pavement Research and Diamond Grinding and Whitetopping

Robert B. Priest, President, Sanders Saws, Inc. and John Depman, P.E. President of Central Atlantic Contractors presented the newest innovations in highway paving materials. Mr. Priest explained that TEA-21 awarded \$30 million for research and 70 projects were put

(1) Venice Island (City of Philadelphia) - The RCC requests that DVRPC urge local and county planning commissions to present long-term cost/benefit and

environmental analyses to the Board for any proposed development of regional significance, such as Venice Island in Manayunk which raises flood plain issues. The RCC also urges that flood plain issues be incorporated into land use studies for future long-range regional plans, such as the Year 2025 Plan.

Mr. Coscia responded that DVRPC does not become involved with land use for development decision-making. Unless federal funds were made available for new transportation facilities, DVRPC's role is limited in terms of the development potential. The city of Philadelphia would decide how Venice Island would be developed. He continued, that DVRPC also is not involved in flood plain management review. The management of flood plains is a federal requirement and the city of Philadelphia must meet those requirements.

(2) US 202 (Section 300) Congestion Management System (CMS) - The RCC supports most of the US 202 (Section 300) strategies but opposes any new SOV widening. The RCC is distressed that the US Route 202 CMS excludes explicit consideration of high quality express buses operating through at least Section 300. Such a program should include provision of one or more park-and-ride lots at the southwest residential end and direct service to significant employment locations at the northeast end. This service should be promoted aggressively in the media and through employers for an extended period with sufficient resources. It would serve as a modal alternative for other SOV-increasing proposals, in addition to the Route 202 (Section 300) corridor.

Mr. Coscia assured Mr. Winters that the staff would review the comments on the US 202 (Section 300) CMS and respond to the RCC.

(3) PA Route 41 Land Use Initiative Resolution - A resolution was submitted to the Board by the RCC for adoption.

Rikki Saunders, Safety Agriculture Villages and Environment (SAVE), recommended that the last two paragraphs of the Resolution be revised to read (revised resolution attached):

*Whereas two of the Chester County Commissioners have requested that the Land Use Initiative be **performed under the supervision of the Chester County Planning Commission**;*

*Therefore, the DVRPC Regional Citizens Committee respectfully suggests that Chester County Planning Commission **oversee** the Land Use Initiative for the PA Route 41 Corridor.*

Mr. Coscia added that the DVRPC staff favorably recommends Board adoption of the RCC's Resolution.

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

MOTION by Mr. Coyne, seconded by Mr. Griffith that the Board adopt the Regional Citizens Committee's Resolution entitled: *Pennsylvania Route 41 Land use Initiative Resolution* as amended.

- (4) PA Route 41 Needs Analysis - A second resolution (attached) was submitted by the RCC for a new Needs Study of the PA Route 41 corridor from the Delaware state line to Route 926.

Ms. Saunders explained that the TIP includes plans to expand a 9.5 mile section of Route 41 from two to four lanes, without addressing the safety needs of or impact to the whole 19-mile corridor. Therefore, the RCC is recommending that PennDOT undertake a new Needs Study to rectify the deficiencies of the current Needs Study as part of the PA Route 41 TIP project.

Mr. Coscia responded that the resolution will be transmitted to PennDOT for a response. He continued to state that a letter (distributed to the Board) was received on the morning of May 27, 1999 from PennDOT, District 6, which provided information on each of the points made by the RCC's resolution.

Mr. King stated that PennDOT will closely review the resolution, address the issues, and respond to the RCC.

12. Executive Director's Report

Mr. Coscia reported on the following: (1) Ozone Action Kick-off at the Independence Seaport Museum on May 15, 1999, and (2) the second Annual Governor's Seminar of Boards and Commissions in Harrisburg on May 5, 1999.

13. Committee Reports

The following committee reports were distributed to the Board for their review: (1) PCC/RTC, (2) RCC, and (3) the Board Policy Analysis Committee.

OLD BUSINESS

No old business was stated.

NEW BUSINESS

Mr. Winters announced that the Delaware Valley Transit Users Group's first meeting is scheduled for June 12, 1999, from 9:00 a.m. to 1:00 p.m. at the central branch of the Philadelphia Public Library.

Mr. Claffey called the Board's attention to the letter and attached proposal to Larry King from John Coscia dated May 26, 1999 (distributed to the Board). The letter and proposal deal with the overhaul of the project selection process for Transportation Enhancements (TE) funds. DVRPC and its member governments are extremely disappointed with the process, the type of projects selected, as well as the level of funding recommended for the region.

Mr. King responded to DVRPC and the member governments and stated that PennDOT is aware of their disappointment. PennDOT intends to review the process before the next TE projects are selected.

Charles Bohnenberger, Pennsylvania Governor's Policy Office, announced that Land Use Forums will be held at 50 locations across Pennsylvania through June, July and August. Additional information will be sent to the Board members and alternates.

There being no further business, the meeting was adjourned at 1:17 p.m.

Attachments:

- (1) PCC/RTC Recommendations to the Board for May 27, 1999
- (2) RCC Recommendations to the Board for May 27, 1999
- (3) RCC Resolution entitled: *PA Route 41 Land use Initiative Resolution*

Additional Documents Distributed to the Board:

- (1) Letter dated May 4, 1999 Subject: Pennsylvania FFY 1999 Statewide TIP and Conformity - Determinations for Philadelphia and Lancaster Metropolitan Areas
- (2) Letter dated May 5, 1999 Subject: Toll Credits
- (3) Philadelphia Inquirer Article dated May 5, 1999 entitled: *Local Agencies Receive Grant to Fight Sprawl*
- (4) *Alert*, May 1999
- (5) *Freight Lines*, May 1999
- (6) *TravelSmart*, May 12, 1999
- (7) DVRPC News

