

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

BOARD COMMITTEE

Minutes of Meeting of May 25, 2000

Location: Commission Offices
The Bourse Building, 8th Floor
111 South Independence Mall East
Philadelphia, PA 19106-2515

Membership Present

Representative

New Jersey Department of Community Affairs	(not represented)
New Jersey Department of Transportation	William S. Beetle John H. Moore
Governor of New Jersey's Appointee	Jerrold D. Colton
Governor of Pennsylvania's Appointee	Timothy Carson
Pennsylvania Governor's Policy Office	(not represented)
Pennsylvania Department of Transportation	Thomas TenEyck
Bucks County	Lynn Bush
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 E. Romick
Mercer County	(not represented)
City of Chester	William Payne
City of Philadelphia	Larry Wilson
City of Camden	(not represented)
City of Trenton	(not represented)
<u>Non-Voting Members</u>	
Federal Highway Administration New Jersey Division Pennsylvania Division	Lawrence Cullari 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 State Planning	(not represented)
Federal Transit Administration, Region III	John Garrity
Southeastern Pennsylvania Transportation Authority	Christopher Patton
New Jersey Transit Corporation	Brent Barnes
Port Authority Transit Corporation	Robert G. Schwab
Delaware River Port Authority	Anisah Abioli
New Jersey Department of Environmental Protection	(not represented)
Pennsylvania Department of Environmental Protection	Michael Shea
Pennsylvania Department of Community and	

Economic Development

(not represented)

Regional Citizens Committee Chairman

Sue McNamara

DVRPC Co-Counsel

Pennsylvania Co-Counsel

(not represented)

New Jersey Co-Counsel

Thomas Coleman

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

Guests

Pennsylvania Department of Transportation

Robert Hannigan
Greg Brown (Dist. 6-0)

New Jersey Department of Transportation

Jerry Mooney
Al Prant

Chester County Planning Commission

William Fulton

Southeastern Pennsylvania Transportation Authority

Richard Burnfield

Congressman Bob Borski's Office

Karen Peck

New Jersey Alliance for Action

Philip Beachem

Clean Air Council

Dennis Winters

Cross County Connection TMA

Bill Ragozine

Greater Mercer TMA

Sandra Brillhart

Urban Engineers, Inc.

Jeremy Alvarez

Eddie R. Battle Associates, Inc.

Eddie R. Battle

New Britain Township

Robert V. Cotton

Call to Order

Chairman Jerrold D. Colton called the meeting to order at 10:45 a.m.

Public Comments

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

1. Minutes of Meeting of April 27, 2000

On a **motion** by Mr. Coyne, seconded by Mr. Ware the minutes of the meeting of April 27, 2000 were approved as distributed.

2. DVRPC Transportation Improvement Program (TIP) Amendments

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

Pennsylvania Section of the TIP

a. Amendment 9941 - FY 2000 Transportation Enhancements (TE) Program

In February, twenty-three projects had been selected by the Board for funding using the region's allocation of Transportation Enhancement funds in combination with SEPTA's Transit Enhancements (four projects) required set-aside. These projects were submitted to PennDOT for concurrence and approval by the State Transportation Committee at its meeting on May 18, 2000.

Mr. Claffey highlighted some of the projects listed on the table entitled: *Recommended Projects for Funding* (distributed to the Board) and pointed out an additional project; *Kensington and Tacony Rail with Trail* (\$500,000 TE funds). He also highlighted some of the projects by category listed on the table entitled: *Projects by TE Eligibility Category*, (distributed to the Board).

The total of these projects is over \$16 million (\$10 million in TE funds, \$6 million in matching funds.)

Mr. Claffey noted that the Planning Coordinating Committee/Regional Transportation Committee (PCC/RTC) recommends approval of the list, with

two notations. First, the Chester Valley Trail Phase II is shown with \$0. For this project, engineering and design will proceed using local funds, with the future commitment for TE funds for construction. Second, the funding for the Restoration of the Manayunk Canal is for engineering and design only, also with the commitment of future TE funds for construction.

There will be no impact on financial constraint and there will be no impact on the conformity finding since these projects are exempt from the regional air quality conformity analysis.

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

MOTION by Mr. Pickett, seconded by Mr. Wilson; that the Board approve TIP Amendment 9941, the addition of the 23 selected Transportation Enhancements projects to the FY 2000 TIP.

b. Amendment 9942 - DRPA RiverLink Ferry System

The Penn's Landing Corporation has been awarded TEA-21 ferryboat discretionary funding for their RiverLink Ferry System. The DRPA (who has purchased the ferry operations) has requested that DVRPC amend the TIP to include the RiverLink Ferry System project at a total cost of \$1.633 million (\$1,306,500 federal, \$326,625 DRPA matching funds.) The project includes the purchase of a used ferry identical in size to the current vessel and its conversion from a car and passenger ferry to a passenger-only ferry. This ferry will be used in addition to the existing ferry, and thereby eliminate waiting time.

There will be no impact on financial constraint since the federal funds for this project are additional discretionary funds targeted specifically to this project.

There will be no impact on the conformity finding since this project is exempt from the regional air quality conformity analysis.

The PCC/RTC recommends approval of TIP Amendment 9942.

The RCC recommends approval of TIP Amendment 9942, however, asks that DRPA supply, in writing, ridership, finance, trend, cost-benefit, intermodal connections and schedule information for the ferry service. The RCC notes that this service will compete directly with the tram being built by DRPA.

Mr. Claffey responded to the RCC that DVRPC staff would forward there comments to DRPA.

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

MOTION by Mr. Griffith, seconded by Mr. Beetle; that the Board approve TIP Amendment 9942, the addition of the RiverLink Ferry System project using \$1.307 million in federal Ferryboat Discretionary Funds (\$.327 million in DRPA matching funds) to the FY 2000 TIP.

3. **DVRPC Competitive Congestion Mitigation Air Quality (CMAQ) Program Project Selection and TIP Action (9943)**

Charles Dougherty, DVRPC staff, briefed the Board on the DVRPC Competitive CMAQ Program. He explained that Round One contains \$27.7 million in CMAQ funds. Sixty-six project applications, seeking a total of \$53 million in CMAQ funds, were submitted for consideration. The RTC, based on the work of its CMAQ Subcommittee, has recommended that twenty-eight projects, totaling \$24.6 million in CMAQ funds, receive funding under the competitive program. The RTC also recommends shifting \$800,000 in CMAQ competitive funds to cover additional work on an existing CMAQ project (Cobb's Creek Bikeway.) Finally the RTC recommends that the balance of the competitive CMAQ funds (\$2.3 million) be added to the Bicycle Mobility Improvements line item.

In addition, fifteen projects (totaling close to \$9 million in CMAQ funds) that had been submitted under the competitive program were removed from the competition since they are included in the Draft FY 2001 - 2004 Draft TIP.

Mr. Dougherty pointed out the three tables (distributed to the Board) entitled: (1) *RTC Recommended Projects for Competitive CMAQ Funding*, (2) *Project Applications Included in the Draft TIP*, and (3) *Projects Not Selected for CMAQ Funding*. Mr. Dougherty highlighted some of the projects listed on the recommended projects list which all encourage lower emission impacts on air quality.

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

MOTION by Mr. Loeben, seconded by Mr. Wilson; that the Board approve TIP Amendment 9943, DVRPC's request to: (1) approve the 28 projects recommended as part of the DVRPC Competitive CMAQ Program, (2) amend the FY 2000 TIP to include the 28 recommended projects under the Competitive CMAQ program line item, (3) modify the FY 2000 TIP to

add \$800,000 in CMAQ funds to the Cobb's Creek Bikeway Project, and (4) add the remaining funds from the Competitive CMAQ Program line item to existing Bicycle Mobility Improvements line item.

4. DVRPC FY 2001 Planning Work Program (PWP) Amendments

a. Share the Road Safety Campaign - Phase I

Mr. Claffey briefed the Board and explained that to implement the education objectives of the Southeastern Pennsylvania Bicycle and Pedestrian Mobility Plan (Direction 2020), the Southeastern Pennsylvania Bicycle Issues Task Force requested that staff submit an application for Transportation Enhancements funds to develop and implement a regional, coordinated public education campaign.

The application was endorsed for funding in the amount of \$300,000 from the TE regional sub-allocation by the Board in February, and currently awaits final approval by the State Transportation Commission.

Staff will manage and administer a consulting contract with an ad agency for the development and execution of a regional campaign targeting all road users in the region with messages based on a "share the road" theme. A steering committee comprised of members of the Southeastern Pennsylvania Bicycle Issues Task Force plus additional stakeholders will direct the work of staff and the consultant. Staff will guide and coordinate the activities of the committee and will provide technical assistance.

John J. Coscia, Executive Director, added that TE funds are keyed to cost-sharing. This particular project (\$300,000) requires a 20% match (\$60,000). This match will not be supplied by DVRPC. If an acceptable match is not formulated the project will not move forward.

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

MOTION by Mr. Ware, seconded by Mr. Loeben that the Board modify the FY 2001 Planning Work Program to include the DVRPC Share the Road Project for \$300,000 in Transportation Enhancements funding.

b. Year 2 of the Clean Air Council's Telecommuting — The Green Commute Program (Phase II)

Mr. Claffey explained to the Board that for the past four years, the Clean Air Council has conducted a program to encourage telecommuting as a means of reducing congestion and pollutant emissions. The Phase I work program, funded through the CMAQ Program, terminated December 31, 1998. Last year, the Board adopted a three-year Phase II in the Transportation Improvement Program and a first year into the Planning Work Program.

The action requested today will add a second year to the continuation of the program using CMAQ funds. The Regional Transportation Committee has considered this request and recommends to the Board that the program, *Telecommuting — The Green Commute (Phase II)*, be added to the DVRPC *FY2001 Planning Work Program*. Funding of \$150,000 per year would come from the CMAQ line item in the *FY 1999-2002 Transportation Improvement Program* (\$120,000 in federal funds and \$30,000 in local match provided by the Clean Air Council).

Increasingly, both regulators and the regulated community are asking for the implementation of emission reduction programs that are voluntary. The *Southeastern Pennsylvania Ozone Stakeholders Group* supported telecommuting promotion as one of the means the region should use to attain the federal health standard for ozone. The program is also complementary to the Commission's *Ozone Action Program*.

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

MOTION by Mr. Pickett, seconded by Mr. Griffith; that the Board add Year 2 of the Clean Air Council's Green Telecommute Program to the FY 2001 Planning Work Program for \$120,000 in CMAQ funds.

5. Year 2020 Corridor Study: Pennsylvania Corridor - Phoenixville Area

Mr. Claffey briefed the Board and explained that the 2020 Corridor Study is in the DVRPC Work Program, and is one of the principal implementation activities of the DIRECTION 2020 Plan. It is intended to provide a more detailed transportation and land use planning effort for corridors identified in the Plan. During this effort, the original recommendations from the long range plan will be re-examined and refined with active participation from local governments and other affected parties. An important outcome of this process is to leave in place a local multi-jurisdictional planning group that will continue to update and implement the recommended program.

The Phoenixville area is currently subject to substantial levels of traffic and congestion. Traffic generated in surrounding municipalities, lying within the US 202 and US 422 corridors, uses river crossings and secondary highways traversing the community to access employment sites. Similarly, the area is situated within growth boundaries, as defined by the region's and county's long range plans, indicating that existing traffic and circulation problems will intensify. Coincidentally, redevelopment opportunities identified within the borough cannot be fully realized without an improved transportation infrastructure.

The proposed study provides an opportunity for municipalities within the sub-region (Borough of Phoenixville, and Charlestown, East Pikeland and Schuylkill townships in Chester County, and Upper Providence Township in Montgomery County) to work together to identify and propose solutions to existing and future traffic congestion problems.

The transportation planning effort will be multi-modal involving highway and transit travel with special emphasis on access to the planned Schuylkill Valley Metro Stations. SEPTA bus service, proposed bike paths along the Schuylkill River, as well as new alternative commuter modes will also be included.

In the year 2001 Work Program the Phoenixville Area Transportation Study is included for \$50,000 with the balance of \$130,000 expected to come from Pennsylvania supplementary highway planning funds. Since these funds have now been determined to be unavailable, the combination of \$120,000 in the 2020 corridor project and the \$50,000 in the Phoenixville Transportation Study is recommended.

Favorable recommendation was received from the PCC/RTC and the RCC for the Phoenixville Area Transportation Study as the selected FY 2001 Corridor Study.

The RCC also asks that the committee be permitted to appoint a representative to sit on the Study Committee to promote citizen involvement. Mr. Claffey responded that DVRPC has no objection to this request and that he would discuss it with the Study Committee for their approval.

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

MOTION by Mr. Hanna, seconded by Mr. Loeben; that the Board approve the selection of the Phoenixville Area for the FY 2001 Corridor Study in Chester and Montgomery Counties and for the DVRPC staff to work out the necessary details.

6. Nominating Committee Report: Fiscal Year 2001 DVRPC Board Officers

Chairman Colton reported the Nominating Committee's proposed slate of candidates for office in Fiscal Year 2001 (July 1, 2000 - June 30, 2001) as follows:

Chairman:	Timothy J. Carson, Pennsylvania Governor's Appointee
Vice Chairman:	Ridgeley P. Ware, Burlington County
Secretary:	Charles Martin, Chairman, Bucks County Commissioners
Treasurer:	James Weinstein, Commissioner, New Jersey Department of Transportation

The election of officers will take place at the regular June meeting at which time nominations may be made from the floor.

7. Regional Citizens Committee Report

Sue McNamara, Chair of the RCC, reported on other business from the RCC meeting of May 16, 2000 as follows:

Schuylkill Valley Metro Study - The RCC understands that there are three potential ultimate routes between Perkiomen Junction and Cromby (south of Royersford) for the Schuylkill Valley metro project. In order to determine which route would be best for the region and its transportation system, the RCC recommends that an impartial study be done, identifying alternate construction costs, operating costs, travel time, passenger level, passenger revenue, cost recovery and other important factors. Such a study should not preclude the immediate start-up of service.

Mr. Coscia responded that the RCCs' comments pertaining to the Schuylkill Valley Metro Study would be forwarded to SEPTA for their review and consideration.

8. Mobility and the Costs of Congestion in New Jersey

Philip Beachem, New Jersey Alliance for Action, presented to the Board the findings of the *Mobility and the Costs of Congestion in New Jersey* study (distributed to the Board). This study was performed to measure quantifiable and qualitative impacts of congestion in New Jersey on mobility, the cost of transportation, and economic productivity.

Mr. Beachem explained that congestion has become a major issue in New Jersey

particularly for employers. It affects individuals in many ways. It requires longer time traveling to and from jobs, individuals cannot get to work on time, and they leave early to avoid traffic congestion causing decreased labor productivity. All these factors cause stress on the job and in the home.

Mr. Beachem continued to point out that the average annual cost of congestion for New Jersey is estimated at \$880 per licensed driver. Congestion leads to higher costs of truck freight and service operations which are passed on to consumers and which have negative impacts on the manufacturing industry and the service sector.

He concluded, that because growth in traffic volume in New Jersey will continue into the future, proposed highway improvement projects are needed to reduce higher costs produced by traffic congestion. The study recommends that estimation of congestion costs and benefits of mitigation be routinely included in budgetary discussions on a state, county, and local level and as part of such process made available both to the public and to government officials. Also,

Stable transportation funding is essential to properly maintain the existing and future transportation infrastructure to move people most efficiently from their origin to destination.

9. Southern New Jersey Light Rail Transit System (SNJLRTS) Village Design Study

Patty Elkis and Karin Morris, DVRPC staff, presented to the Board the SNJLRTS Village Design Study. Ms. Elkis explained that the study examined Transit Oriented Design (TOD) along the SNJLRTS. TOD is compact, mixed use, pedestrian friendly development which surrounds a train station. Ms. Elkis continued that TOD's may become or re-enforce town centers where citizens meet and interact and promote mixed uses within a short distance around train stations. To help facilitate TOD's the municipalities should permit and require mixed use zoning (residential, commercial, and institutional) in these areas.

Ms. Elkis continued that the benefits of TOD along the SNJLRTS would spur economic development in a now declining area by promoting infill and redevelopment, increase land values, and raise tax revenues. Mobility would be improved by providing walking and transit options along the line and develop an improved sense of community.

Ms. Morris explained that DVRPC examined a specific area in Burlington County which include four municipalities; Florence Township, Burlington City, Delanco, and Riverside. DVRPC worked with the Burlington County Planning Department, New Jersey Transit, mayors, businesses, and the public to develop this study.

Ms. Elkis and Ms. Morris then presented highlights of the opportunities for TOD in each town studied.

Mr. Coscia commented on the importance of these studies to help achieve increased ridership and higher density along a rail line.

10. **Executive Director's Report**

a. Ozone Action Partnership Board Meeting, April 25, 2000

Mr. Coscia reported on the Ozone Action Partnership Board Meeting held on April 25, 2000. The Ozone Action kickoff event which was held on May 23rd was discussed as well as the new promotional initiative for the coming summer season.

b. New Jersey Regional Intergovernmental Transportation Study Commission (RITCSC) Meeting, May 2, 2000

Mr. Coscia reported that the RITCSC continues to develop the proposed recommendations that will be presented to the New Jersey Governor and the state legislature for Transportation Development District's (TDD).

c. New Jersey Department of Environmental Protection/DVRPC Signing Ceremony, May 2, 2000

Mr. Coscia reported that DVRPC is underway assisting NJDEP with their watershed management program. At the signing ceremony on May 2nd Governor Whitman presented Mr. Coscia with a check for \$300,000 for DVRPC.

d. Incident Management Conference, May 12, 2000

Mr. Coscia reported the success of the Incident Management Conference held at the Doubletree Hotel, Philadelphia, on May 12, 2000. A Delaware Valley Tri-State Incident Management Accord was signed by the Commissioner

and/or Secretaries of the three state DOT's to work cooperatively to bring about a program to implement technology for incident management.

- e. New Jersey MPO Meeting, May 23, 2000

Mr. Coscia reported that a very productive meeting with DVRPC and New Jersey MPO's took place on May 23, 2000. Discussions included administrative and technical issues and the need to work closely with NJDOT and NJ Transit in developing the new long range plan.

11. Committee Reports

The Board received reports from the following committees: (1) Planning Coordinating Committee/Regional Transportation Committee; (2) Regional Citizens Committee, and (3) Regional Housing Committee.

OLD BUSINESS

No old business was stated.

NEW BUSINESS

Spencer Stevens, Federal Highway Administration, Pennsylvania Division, announced to the Board that the May 25, 2000 Federal Register contains the new Federal Planning Regulations for Metropolitan Planning Organizations, Intelligent Transportation System (ITS) Architecture and Standards, and the NEPA Related Procedures. He stated that this information should also be available on the FHWA website.

Mr. Coscia stated that DVRPC staff will review these regulations carefully and the relevant highlights will be presented to the Board at a future Board meeting.

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

Attachments:

- (1) PCC/RTC Recommendations to the Board for May 25, 2000
- (2) RCC Recommendations to the Board for May 25, 2000

Additional Documents distributed to the Board:

- (1) Philadelphia Inquirer Article entitled: *Watershed Study Given \$300,000 to Start*, Dated 5/9/2000
- (2) *Alert*, May 2000
- (3) *Freight Lines*, May 2000
- (4) *TravelSmart*, May 10, 2000
- (5) *TravelSmart*, April 12, 2000