

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

BOARD COMMITTEE

Minutes of Meeting of July 27, 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
Governor of New Jersey's Appointee	Jerrold D. Colton
Governor of Pennsylvania's Appointee	Timothy J. Carson
Pennsylvania Governor's Policy Office	(not represented)
Pennsylvania Department of Transportation	Thomas TenEyck
Bucks County	Charles H. Martin
Chester County	Colin A. Hanna William Fulton
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	Morris Bayer

Mercer County	Donna Lewis
City of Chester	(not represented)
City of Philadelphia	Larry Wilson
City of Camden	(not represented)
City of Trenton	Andrew Carten
<u>Non-Voting Members</u>	
Federal Highway Administration New Jersey Division Pennsylvania Division	Lawrence Cullari (not represented)
U.S. Department of Housing and Urban Development, Region III	(not represented)
U.S. Environmental Protection Agency, Region III	(not represented)
U.S. Environmental Protection Agency, Region II	(not represented)
New Jersey Office of State Planning	(not represented)
Federal Transit Administration, Region III	(not represented)
Southeastern Pennsylvania Transportation Authority	David Fogel
New Jersey Transit Corporation	Brent Barnes
Port Authority Transit Corporation	Robert G. Schwab Joyce Gallagher
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	Ronald K. Bednar

Regional Citizens Committee Chairman

Sue McNamara

DVRPC Co-Counsel

Pennsylvania Co-Counsel
New Jersey Co-Counsel

Kenneth Zielonis
Thomas Coleman

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

Guests

Pennsylvania Department of Transportation

Robert Hannigan
Greg Brown (Dist. 6-0)

New Jersey Department of Transportation

John Moore
Mark Stout
Jerry Mooney
Al Prant
Thomas A. Wosdil

Federal Transit Administration, Region III

Janet Kampf

Federal Highway Administration
New Jersey Division

Keith Lynch
Vince Mammano

Bucks County Planning Department

Lynn Bush

Southeastern Pennsylvania Transportation Authority

Richard Burnfield

Clean Air Council

Dennis Winters

Cross County Connection TMA

Bill Ragozine

Urban Engineers, Inc.

Drew Scott

Eddie R. Battle Associates, Inc.

Eddie R. Battle

Commissioner, Upper Moreland Township

Michael Crilly

City of Philadelphia Representative

Antoinette Stone

Solebury/Lumberville Resident

Marianne Millett

Buckingham Township Supervisor
Sugarman Associates

Janet French
Robert Sugarman

Delaware County Planning Department (Interns)

Neil Lovekin
Brent McIvor
Kevin Narvaez
Chris Tustin

Call to Order

Incoming Chairman Timothy J. Carson called the meeting to order at 10:40 a.m.

Chairman Carson presented a plaque to outgoing Chairman Jerrold D. Colton for his most able leadership, outstanding contributions and service to the region as Chairman of the DVRPC Board during Fiscal Year 1999. Chairman Carson also presented plaques to Robert J. Schwab, General Manager of PATCO and John H. Moore, New Jersey Department of Transportation, upon their retirement, for their outstanding and dedicated service to the region as members of the DVRPC Board.

Public Comments

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

1. Minutes of Meeting of June 22, 2000

On a **motion** by Mr. Beetle, seconded by Mr. Martin the minutes of the meeting of June 22, 2000 were approved as distributed.

2. DVRPC Transportation Improvement Program (TIP) Amendment

John J. Claffey, DVRPC staff, briefed the Board on the following TIP Modifications and Amendment.

New Jersey Section of the TIP

- a. Modification 0005 - New Jersey Department of Transportation Adjustment

Package

NJDOT has requested that DVRPC modify the TIP to reflect updated schedules of various projects. The changes are:

- (1) Route 9 Bridge over Bass River, DB# 077, Burlington County - Add the right-of-way phase to FY 2000.
- (2) Route 70, 73 Marlton Circle Elimination, DB# 567, Burlington County - Add the preliminary design phase to FY 2000.
- (3) CR 727, East Atlantic Avenue Bridge over Peter's Creek, DB# D9904, Camden County - Add the design phase to FY 2000.
- (4) Route 44, Fowler Lane Drainage, DB# 93204, Gloucester County - Reprogram the preliminary design phase from FY 2000 to FY 2001.
- (5) CR 635, 537, Ark Rd. and Marne Highway, DB# D9901, Burlington County - Reprogram the right-of-way phase from FY 2000 to FY 2001 and the construction phase from FY 2001 to FY 2002.
- (6) CR 616, Cookstown-New Egypt Rd. Bridge, DB# D95097, Burlington County - Reprogram the design phase from FY 2000 to FY 2001.
- (7) State Street Bridge, DB# D95005, Camden County - Add the design phase to FY 2000.
- (8) Hanover St. Bridge, DB# D9902, Burlington County - Reprogram the design phase from FY 2000 to FY 2001.
- (9) Locke Avenue Bridge, DB# L155, Gloucester County - Reprogram the utilities phase from FY 2000 to FY 2001.
- (10) Wilson Ave. Bridge, DB# L165, Gloucester County - Reprogram the design phase from FY 2000 to FY 2001.

Mr. Claffey explained that financial constraint will be maintained using available funds from the financial constraint bank and by transferring funds from projects whose schedules have slipped. Also, there will be no impact on the conformity finding since the scopes of the projects involved are not changing or the projects are exempt from the regional air quality conformity analysis.

Pennsylvania Section of the TIP

b. Modification 9946 - Bicycle Network Phase II, City of Philadelphia

The City of Philadelphia has requested that DVRPC modify the TIP by expanding the scope of the Bicycle Network Phase II project to include an assessment phase. The nature of this work will be to reassess the bicycle issues facing the City and to determine future policy directions. This additional work is expected to cost \$400,000 and will be completed over the next several years.

The Bicycle Network Phase II project is currently programmed with \$2.2 million; \$200,000 in FY00, and \$2 million in FY 2002. This modification will also bring forward an additional \$200,000 from FY 2002 to FY 2000 to cover the total cost of work in FY 2000.

Mr. Claffey explained that this modification will increase the amount programmed in FY 2000 by \$200,000. Also, the conformity finding since this project is exempt from the regional air quality conformity analysis.

c. Amendment 9947 - Towamencin ITS Initiative, Montgomery County

PennDOT has requested that DVRPC amend the TIP to add the Towamencin ITS Initiative project at a total cost of \$943,706. This ITS project resulted from the approval of Towamencin Township's application for TEA-21 ITS Deployment Program Funds for FY 2000 in the amount of \$471,853. The scope of the project includes the development and implementation of an ITS System for Montgomery County's North Penn area.

The ITS Deployment Program stipulates that the grant cannot exceed 50% of the project cost and that the remaining 50% must be, at a minimum, 20% local funding, while the 30% balance can be drawn from another federal funding source. The additional 30% federal match (\$283,112) will be transferred from the Towamencin Signal System Interconnection project (TIP #8772,) which currently has \$480,000 programmed in FY 2001.

In order to maintain financial constraint in FY 2000, the construction phase of the PA 332, Jacksonville Rd./PA 132 Intersection Improvements (TIP #5650) will be reduced by an equal amount. This phase of the project will not be ready to advance in this fiscal year.

There will be no impact on the conformity finding since this project is exempt

from the regional air quality conformity analysis.

d. Modification 9948 - PA 23 Relocation, Montgomery County

PennDOT has requested that DVRPC modify the TIP to add \$500,000 to the preliminary engineering phase of the PA 23 Relocation Project (TIP #8743) to perform traffic studies and related data collection for this project and for related projects in the area.

Financial constraint will be maintained by transferring an equal amount of funds from the FY 2000 design phase of the US 422, Pottstown Expressway Interchange Improvement Project (TIP# 8776), which is being delayed pending further studies,

Favorable recommendation was received from the Planning Coordinating Committee/Regional Transportation Committee (PCC/RTC) to approve TIP Modification 0005, 9946, 9948, and TIP Amendment 9947.

The Regional Citizens Committee recommended approval of TIP Modification 0005, and TIP Amendment 9947. The RCC also recommended approval of TIP Modification 9946 and TIP Modification 9948 with the following comments:

TIP Modification 9946 - That the Board approve the City of Philadelphia's request to expand the scope of the Bicycle Network Phase II project to include an assessment phase and to move \$200,000 from FY 2001 to FY 2000. The RCC also asks that the Board urge the City of Philadelphia to hire a full-time bicycle coordinator.

TIP Modification 9948 - That the Board approve PennDOT's request to program an additional \$500,000 to the preliminary engineering phase of the PA 23 Relocation Project. In addition, the RCC believes that PennDOT should evaluate the increase in traffic that will occur once the connection between US 422 and US 202 is improved; the RCC questions the impact of this improvement on the projected ridership of the Schuylkill Valley Metro; and in the future PennDOT should include a map showing the present configuration with any TIP amendment or modification.

John J. Coscia, Executive Director, responded to the RCC Chair and commented that their comments on TIP Modification 9946 would be forwarded to the City of Philadelphia and the comments on TIP Modification 9948 forwarded to PennDOT.

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

MOTION by Mr. Griffith, seconded by Mr. Pickett; that the Board approve TIP Modification 0005, TIP Modification 9946, TIP Modification 9947 and TIP Amendment 9948.

3. Adoption of the DVRPC FY 2001-2003 Regional Transportation Improvement Program (TIP) for Southern New Jersey and FY 2001-2004 TIP for Southeastern Pennsylvania and the TIP / Plan Conformity Determination

Charles Dougherty, DVRPC staff, presented to the Board the highlights of the DVRPC FY 2001 TIP. He explained that federal law and planning regulations require the development of a TIP for the metropolitan region to become eligible for federal transportation funds. The creation of this document is to be done by the MPO in cooperation with the state and the transit operators, and must provide opportunity for input and comment by the public.

The development of the FY 2001 TIP for the New Jersey portion of the region (FY 2001-2003) and for the Pennsylvania portion of the region (FY 2001-2004) has been underway since the fall of 1999. Both the New Jersey and the Pennsylvania Subcommittees of the RTC and the DVRPC staff labored to present for public review a Draft TIP that met the financial and programming requirements of TEA-21.

The Draft FY 2001-2003 TIP for the New Jersey portion of the region contains nearly 160 projects totaling about \$995 million to be implemented over the next three years. It includes \$582 million in projects primarily addressing the highway system and \$413 million of transit projects for DRPA/PATCO and NJ TRANSIT.

The Draft FY 2001-2004 TIP for the Pennsylvania portion of the region contains over 500 projects totaling about \$3.8 billion for the phases to be advanced during the next four years. It includes \$1.8 billion of projects primarily addressing the highway system and \$2.0 billion of transit projects for SEPTA, Pottstown Urban Transit, and the Keystone Service.

The projects in the Draft TIP represent a consensus of the regional improvements that should be made. The TIP is fiscally constrained to the financial resources identified by NJDOT and PennDOT and negotiated for this region's projects.

The Draft TIP document was made available for public review during a 30-day period ending on June 23, 2000. The document was published on the Internet, copies were placed at 30 major public libraries in both states, and seven public meetings were held to give the public the opportunity to pose questions about the

process and projects to state, county, transit, and DVRPC staff. Media releases were also issued preceding the public comment period.

This year, in response to Title VI and Environmental Justice concerns, DVRPC reexamine the scope of TIP public outreach efforts. We utilized our geographic information systems (GIS) capabilities to identify and map low-income and minority populations. Using this information, our outreach was targeted to specific communities as well as to the region as a whole.

Approximately 120 individuals attended the various public meetings. Over 50 individuals or agencies provided written or oral comments on the TIP. Many of our partner agencies contributed responses to these comments. The comments and responses were distributed to the Board for review and consideration.

Mr. Dougherty explained that the TIP has been found to conform with the requirements of the Clean Air Act Amendments as set forth in the Final Conformity Rule.

The FY 2001 TIP is fiscally constrained to funds reasonably available to the region.

Mr. Dougherty also requested that the Board endorse, as part of its action on the TIP, the projects (list distributed to the Board) being considered for input into the Study and Development Program for New Jersey which was recommended by the New Jersey Subcommittee for inclusion in the New Jersey TIP.

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

MOTION by Mr. Beetle, seconded by Mr. Loeben; that the Board pass Resolution No. B-FY01-001 (copy attached) adopting the FY 2001 Transportation Improvement Program (TIP) for the New Jersey portion of the region (FY 2001-2003) and for the Pennsylvania portion of the region (FY 2001-2004), as the region's official selection of transportation projects for federal funding, including such changes as agreed to by the Board at its July 27, 2000 meeting; and approve the findings that the FY 2001 TIP and DIRECTION 2020 Long Range Transportation Plan conform to the State Implementation Plans of Pennsylvania and New Jersey and are consistent with the Final Conformity Rule.

At this point in the meeting, Chairman Carson recognized several individuals who wished to comment on specific projects within the TIP.

Chairman Carson recognized Marianne Millet, representing Lumberville, Solebury Township, Bucks County residents. Ms. Millet commented on the residents opposition to the replacement of the one-lane bridge over the creek at River Road near Fleecydale Road. Stating that hardly any accidents have occurred at the bridge since it was structurally improved in 1994, Ms. Millet believes there is no need to replace this bridge. She said her and her neighbors feel PennDOT's plans for the bridge would destroy Lumberville's historic village setting. She urged PennDOT to review the project with the Lumberville residents before moving forward.

Commissioner Charles Martin, Bucks County, commented that he would request that the state Department of Transportation meet with concerned Solebury Township residents in an effort to resolve the issues at hand on this TIP project.

Chairman Carson then recognized Commissioner Michael Crilly who spoke on behalf of his constituents in Ward 2 of Upper Moreland Township, Montgomery County. He is disappointed with the commission's action on the Blair Mill Road project. Residents oppose the current plans for this TIP project because they fear increases in noise, air pollution and danger to children. Commissioner Crilly encouraged those opposing the project to attend the public meetings and be more vocal with their opposition.

Antoinette Stone, representing the City of Philadelphia, was recognized and spoke of her opposition for the School House Lane project listed in the TIP. School House Lane is scheduled to be widened and realigned to connect with a Schuylkill expressway ramp. The East Fall residents are concerned with the increased traffic and increased speed of the traffic through their neighborhood.

Buckingham Township Supervisor, Janet French, spoke next against the Route 202 (Section 700) improvements. Ms. French said traffic problems would only worsen with continuous population increases in the area. The township is suing PennDOT to stop the Route 202, Section 700 bypass from Montgomeryville to Doylestown because it believes the bypass model used was flawed. Ms. French was particularly concerned with approval of the funds to acquire the right-of-way at Poole's Corner which she believes would destroy Solebury and Buckingham townships.

Robert Sugarman, Esq. representing Buckingham Township residents, also commented on the Route 202, Section 700 project. Mr. Sugarman stated that several unsuccessful attempts had been made to meet with DVRPC to discuss the studies supporting this project. He believes that these studies contain miscalculations and modified models which appear to divert the traffic away from

Poole's Corner so that it appears this area could handle the traffic. Mr. Sugarman again pressed for a meeting with the DVRPC Board to discuss this project before it moves forward.

Ken Zielonis, DVRPC Pennsylvania Co-Council, responded and reiterated that this matter is in litigation and all DVRPC documents requested have been filed with the Court. DVRPC must decline to meet with Buckingham Township since we are in litigation on this matter and, at this point, the outcome will be decided by the Judge. Commissioner Martin was concerned with a recreational trail (Horse Park Farm) project in Bucks County which is listed in the TIP. He requested that it be noted that this trail is private and not for public use.

4. Annual Self-Certification of the Regional Transportation Planning Process

Mr. Coscia stated that the final Rulemaking on the Intermodal Surface Transportation Efficiency Act (ISTEA) Metropolitan Planning Requirements dated October 28, 1993 requires that the Metropolitan Planning Organization (MPO) annually certify to the Federal Highway Administration and Federal Transit Administration that its transportation planning process is addressing the major issues facing the area and is being conducted in accordance with all applicable requirements.

Mr. Coscia explained that Section 450.334 of the Final Rulemaking lists specific requirements which must be addressed as follows:

- (1) Improvements to the transportation system in the region have been the result of continuing, cooperative, and comprehensive planning process carried out by state and local officials.
- (2) The transportation planning process, including the adoption of the TIP, is consistent with the Clean Air Act and is in conformance with the applicable State Implementation Plans.
- (3) Private citizens, affected public agencies, representatives of transportation agency employees, other affected employee representatives, private providers of transportation, and other interested parties were provided with a reasonable opportunity to comment on the TIP and planning process.
- (4) The TIP includes a financial plan that demonstrates how the TIP can be implemented, indicates resources from both public and private sources that are reasonably expected to be available, and recommends innovative

financing techniques.

- (5) DVRPC's planning process is administered in accordance with FTA Circular 4702.1, Title VI, and DVRPC employment practices comply with FTA Circular 4704.1, Equal Employment Opportunity Guidelines for Grant Recipients.
- (6) DVRPC's programs are conducted consistent with Title 49 CFR Part 23 as implemented by FTA Circular 4716.1A regarding disadvantaged business enterprise programs.
- (7) The Region's public transit operators have certified that they are making special efforts to provide transportation services which can be utilized by elderly and handicapped persons.
- (8) Environmental justice for low income and minority populations is being addressed.
- (9) The provision of 49CFR part 20 regarding restrictions on influencing certain activities has been met.

Favorable recommendation was given by the PCC/RTC and the RCC and the Board unanimously adopted the following **motion**:

MOTION by Mr. Wilson, seconded by Mr. TenEyck; that the Board adopt Resolution No. B-FY01-002 certifying that the DVRPC transportation planning process is in conformance with federal regulations implementing TEA-21, the Clean Air Act Amendments, and other federal legislation.

5. Proposed Amendment to the DIRECTION 2020 Comprehensive Land Use and Transportation Plan Amendment - Schuylkill Valley Metro

Mr. Claffey briefed the Board and explained that the Southeastern Pennsylvania Transportation Authority (SEPTA) Board has reached a decision on the Locally Preferred Alternative (LPA) to provide transit service between Philadelphia, Pottstown, and Reading. The LPA selected would use advanced design self-

propelled electric commuter rail cars which could share track and/or right-of-way with freight and other SEPTA Regional Rail operations. The cars would be equipped with sliding doors for use with high platforms to reduce dwell time at stations. A proof-of-payment fare collection would be employed which would reduce crewing requirements.

The plan calls for two levels of service: one, a long-haul service that would run 62 miles between Wyomissing, just west of Reading, and Market East via Bala Cynwyd, and would run express between Conshohocken and Ivy Ridge; and the other, a local service running between King of Prussia and 30th Street Station via Port Kennedy and East Falls. Based on 15-minute peak and 30-minute off-peak headway, it is expected that this alternative will attract about 50,000 daily (week-day) trips in 2020, of which 29,000 will be trips new to SEPTA. A 2007 startup is envisaged for the service.

He explained that before the Schuylkill Valley Metro can be considered for addition to the Direction 2020 Comprehensive Land Use and Transportation Plan, it will be necessary to conduct a public hearing and requests Board approval.

Favorable recommendation was received by the PCC/RTC to authorize DVRPC to conduct a public hearing for the Schuylkill Valley Metro (SVM) project.

The RCC recommended that approval be contingent upon SEPTA's making information on the SVM available to the public before the opening of the comment period.

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

MOTION by Mr. Bednar, seconded by Mr. Loeben; that the Board authorize DVRPC to conduct a public hearing for the Schuylkill Valley Metro.

6. Approval of an ITS Coordinating Council Committee

Donald Shanis, DVRPC Staff, briefed the Board and explained that the primary objective of the Coordinating Council is to develop a regional ITS policy which will provide the direction for: (1) institutional coordination of ITS; (2) the deployment of ITS that is consistent with the National ITS Architecture; and (3) the creation of a regional ITS Plan. The Coordinating Council is a multi-modal, tri-state task force

composed of the region's key decision makers who are charged with developing and implementing transportation policies for their organizations.

An important element of the institutional coordination concept recommended by the Coordinating Council at their June meeting is the transition of the Coordinating Council to the Regional ITS Coordinating Council that is part of the official DVRPC committee structure. This new committee would report their activities to the DVRPC Board. In addition, the Delaware Valley ITS Technical Task Force would continue to meet and report to the Council on technical and operational ITS issues.

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

MOTION by Mr. Beetle, seconded by Mr. Wilson; that the Board adopt Resolution B-FY01-003 recognizing the Delaware Valley ITS Coordinating Council as the region's key policy organization for ITS activities and approve its addition to the DVRPC committee structure as the Regional ITS Coordinating Council.

7. Proposed DVRPC FY 2001 Work Program Amendments

a. Regional Integrated Multi-modal Information Sharing (PRIMIS)

Dr. Shanis explained to the Board that DVRPC has been working with approximately 30 agencies/organizations to develop a framework for institutional coordination of Intelligent Transportation Systems (ITS) in the Delaware Valley. These systems include technologies such as closed circuit TV cameras, variable message signs, electronic toll collection and vehicle detection sensors which are used to monitor and operate the region's transportation facilities more efficiently. A policy group, the Delaware Valley ITS Coordinating Council, and a technical group, the Delaware Valley ITS Technical Task Force, were established to guide this effort.

He stated that the Philadelphia Regional Integrated Multi-modal Information Sharing (PRIMIS) concept is their proposal for this work. The PRIMIS concept represents a staged approach to implement a framework for institutional coordination of ITS in the Delaware Valley. This framework provides the region's ITS stakeholders with opportunities to share and disseminate information on travel conditions and coordinate the regional deployment of ITS systems in the region.

In summary, Dr. Shanis stated that the Delaware Valley ITS Coordinating

Council, a multi-modal, tri-state task force, is composed of the region's key decision makers who are charged with developing and implementing transportation policies for their agencies/organizations. In June, the Coordinating Council approved a three phased plan to implement PRIMIS. The first phase (PRIMIS I), a two-year effort, is envisioned as a low-tech, noncapital intensive approach to building the relationships among the stakeholders necessary for effective coordination. Phase II represents a concept that utilizes and focuses the I-95 Corridor Coalition's Information Exchange Network (IEN) to facilitate communications using a computer message/digital message system to notify agencies about incidents or unusual conditions that effect them. Phase III represents an enhancement over the IEN by incorporating an interactive database and graphical interface to view congestion levels, incident information and video feeds from various partners.

This project will not alter the region's conformity finding since the project is exempt.

The total cost of the project is \$800,000. \$600,000 (CMAQ with state match) to be funded through PennDOT, with \$200,000 (state funds) to be funded through NJ DOT.

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

MOTION by Mr. Pickett, seconded by Mr. Beetle; that the Board approve the Work Program of the Philadelphia Regional Integrated Multimodal Information Sharing Phase I Implementation project and include it in the DVRPC FY 2001 Planning Work Program.

b. Traffic Studies for Lafayette Avenue Extension in Norristown and PA 23 Relocation in Upper Merion Township (Montgomery County)

Dr. Shanis explained to the Board that Montgomery County is conducting preliminary design for extending Lafayette Avenue in Norristown and for relocating PA 23 in Upper Merion Township, Montgomery County. In support of that effort, two studies will be commissioned to provide new traffic counts and travel forecasts for the no-build and various build alternatives. Under the leadership of DVRPC technical staff, a consultant will be retained to perform the necessary travel forecast work. DVRPC staff will also provide administrative services such as Request For Proposal (RFP) advertisement, consultant selection, invoice payment and contract management. A Steering Committee of Norristown, Montgomery County, PennDOT, and DVRPC will

be formed to guide the overall direction of the study.

The RFP will clearly state that the consultant must respond to both projects in one contract proposal.

The Lafayette Avenue Extension study will not alter the region's conformity finding since the study is exempt. The PA 23 Relocation Project was tested in the FY 2001 TIP conformity determination.

Favorable recommendation was received from the PCC/RTC.

Favorable recommendation was received from the RCC, however, the RCC urges the Board to expand the project scope to examine the impact of these projects on Valley Forge National Park and on local roads in this area. The resulting ease of access on PA 23 and Lafayette Avenue will increase the use of these roads as secondary throughways. In addition, the RCC is concerned that one major project is being broken into smaller pieces, minimizing or possibly masking its regional effect.

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

MOTION by Mr. Loeben, seconded by Mr. Griffith; that the Board amend the DVRPC FY 2001 Planning Work Program to include the Lafayette Avenue Extension Relocation project in Norristown for \$100,000 and the PA 23 Relocation project in Upper Merion, Montgomery County, for \$100,000.

8. Regional Citizens Committee Report

Sue McNamara, Chair of the RCC, reported on other business conducted at their meeting of July 18, 2000 as follows:

Resolution with reference to Truck Weight Limits - After studying House Concurrent Resolution 306, the RCC recommends that the DVRPC Board pass a resolution limiting truck weight in Pennsylvania to 80,000 pounds and banning the use of triple trailers.

Mr. Coscia responded to the RCC Chair that DVRPC staff would forward the RCC recommendations to the PCC/RTC and that committee would review and recommend any action to be taken by the Board.

New Jersey Study and Development Program - The RCC recommends that the

New Jersey Study and Development Program be forwarded to the Board for action if the RTC's New Jersey Subcommittee deems NJDOT's response to DVRPC's correspondence to be sufficient.

Mr. Coscia responded that this was completed with the previous Board action for adoption of the TIP.

NEPA Comments - The RCC recommends that the DVRPC Board consider incorporating the following statement into the Commission's comments regarding proposed NEPA changes:

Part 1420 - NEPA and Related Procedures for Transportation Decision-Making; Subpart C - Process and Documentation Requirements; Section 1420.311 - Categorical Exclusions.

Require that the applicant agency requesting a "Categorical Exclusion" notify all interested parties (including opponents of the project) of the "Categorical Exclusion" request at the time of application. The public should then be given the opportunity to respond to the "Categorical Exclusion" request.

Mr. Coscia responded that DVRPC staff will review the recommendations from the RCC on the NEPA regulations and incorporate any statements deemed appropriate along with the staff's comments being sent to USDOT.

9. Chairman's Report

Chairman Carson thanked the Nominating Committee and the Board for giving him the opportunity to serve as Chairman for FY 2001. Chairman Carson perceives a heightened awareness of planning for the region and he hopes to help in raising DVRPC's profile in the coming Fiscal Year.

Chairman Carson directed the Board's attention to the memorandum (distributed to the Board and attached) which listed the Board Committee Appointments for FY 2001.

10. Executive Director's Report

- a. New Jersey Regional Intergovernmental Transportation Study Commission (RITCSC) Meeting, July 28, 2000

Mr. Coscia reported that a public hearing meeting will take place on July 28, 2000 in the New Jersey State House where the RITCSC will present the draft

document which lists the proposed recommendations to help simplify the process for Counties and Municipalities to obtain private sector funding for Transportation Development Districts.

Mr. Coscia will report to the Board the results and comments from that hearing.

b. Proposed Water Quality and Watershed Management Rules

Mr. Coscia requested the Board authorize the Executive Director to send a letter to the New Jersey Department of Environmental Protection extending the comment period on the proposed water quality and watershed management rules for 30 days.

Members of the Board commented that DVRPC should request a 60 day extension which was unanimously agreed to by the Board.

c. Correspondence to the Schuylkill Township Board of Supervisors

Mr. Coscia commented on the letter dated July 12, 2000 (copy distributed to the Board and attached) sent to the Schuylkill Township Board of Supervisors in response to their inquiries of DVRPC's work on the Pennsylvania Turnpike Slip Ramp Study in Chester County. He encouraged the Board to review the letter and familiarize themselves with this situation.

d. Philadelphia Inquires Article entitled: *Whitman Renews State Transit Fund*

Mr. Coscia brought the Boards attention to the article entitled *Whitman Renews State Transit Fund* dated July 21, 2000 (distributed to the Board). He commented that Governor Whitman has signed a bill renewing the New Jersey Transportation Trust Fund. Mr. Coscia stated that the NJ DOT Assistant Commissioner will be invited to give a presentation to the Board on the details and implications for this region of this most important bill.

11. **Committee Reports**

a. Planning Coordinating Committee/Regional Transportation Committee

Activities were reported under appropriate agenda items.

b. DVRPC Board Policy Analysis Committee Meeting of June 29, 2000

Barry Seymour, DVRPC staff reported on the activities from the DVRPC Board Policy Analysis Committee Meeting of June 29, 2000. He explained that an extensive discussion was held on the development of the DVRPC Planning Work Program which traditionally begins in September. It was concluded that projects were selected on an individual basis without an overall regional perspective, that they were too locally focused and that more leveraged funding should be provided for innovative projects. In terms of the process, it was suggested to hold the Board Retreat in September rather than December, and use that as an opportunity to identify priorities for the FY 2002 Work Program.

Mr. Coscia reported to the Board that it was not feasible, without financial penalties, to move the December Board Retreat to September. However, a special Board Workshop could be scheduled prior to the regular September 28, 2000 Board Meeting to discuss DVRPC' priorities, regional issues, projects, funding, and comparisons of other MPO work programs. An outside facilitator could be invited to help with these discussions. The Board agreed with the Policy Committee's recommendation and directed the staff to schedule the workshop.

Mr. Coscia then requested suggestions from the Board as to the type of format and specific topics to be discussed at this special Board Workshop. Several Board members recommended the following: (1) examine what other MPO's are doing and what are the challenges facing the region; (2) discuss issues with an objective individual or group as to the issues facing the Philadelphia region; (3) school taxation; (4) racial balance and equality, and (4) first generation suburbs.

Mr. Coscia encouraged all Board Members and alternates to participate in the Workshop. A briefing package will be developed and mailed to the Board at least ten days prior to the workshop so that the members could be prepared to address the key issues.

c. Delaware Valley Goods Movement Task Force - Highlights of the Meeting of July 12, 2000 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 12:35 p.m.

Attachments:

- (1) Resolution Nos. B-FY01-001, B-FY01-002 and B-FY01-003
- (2) PCC/RTC Recommendations to the Board for July 27, 2000
- (3) RCC Recommendations to the Board for July 27, 2000
- (4) RTC Recommended Changes to the FY-2001 Draft TIP
- (5) Board Committee Appointments for Fiscal year 2001
- (6) Letter to Schuylkill Township Board of Supervisors dated July 12, 2000

Additional Documents distributed to the Board:

- (1) *Alert*, July 2000
- (2) *Freight Lines*, July-August 2000
- (3) NARC Newsletter July/August 2000 entitled: *Regions*

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

EXECUTIVE COMMITTEE

Minutes of Meeting of July 27, 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	Jerry Mooney
Governor of New Jersey's Appointee	Al Prant
Governor of Pennsylvania's Appointee	Timothy J. Carson
Pennsylvania Governor's Policy Office	(not represented)
Pennsylvania Department of Transportation	Thomas TenEyck
Pennsylvania Counties	Charles Martin
New Jersey Counties	Morris Bayer
City of Camden	(not represented)
City of Philadelphia	Larry Wilson

Guests

Pennsylvania Department of Transportation	Robert Hannigan Greg Brown (Dist. 6-0)
New Jersey Department of Transportation	John H. Moore Mark Stout Thomas A. Wosdil

Bucks County Planning Department	Lynn Bush
Chester County	Colin A. Hanna William Fulton
Delaware County	John E. Pickett
Montgomery County	Arthur F. Loeben
Burlington County	Ridgeley P. Ware Carol Ann Thomas
Camden County	J. Douglas Griffith
Mercer County	Donna Lewis
City of Trenton	Andrew Carten
Federal Transit Administration, Region III	Janet Kampf
Federal Highway Administration New Jersey Division	Lawrence Cullari Keith Lynch Vince Mammano
Southeastern Pennsylvania Transportation Authority	David Fogel Richard Burnfield
New Jersey Transit Corporation	Brent Barnes
Port Authority Transit Corporation	Robert G. Schwab Joyce Gallagher
Delaware River Port Authority	Anisah Abioli
Pennsylvania Department of Environmental Protection	Michael Shea
Pennsylvania Department of Community and Economic Development	Ronald K. Bednar
Regional Citizens Committee Chairman	Sue McNamara

Clean Air Council	Dennis Winters
Cross County Connection TMA Urban Engineers, Inc.	Bill Ragozine Drew Scott
Eddie R. Battle Associates, Inc.	Eddie R. Battle
Commissioner, Upper Moreland Township	Michael Crilly
City of Philadelphia Representative	Antoinette Stone
Solebury/Lumberville Resident	Marianne Millett
Buckingham Township Supervisor	Janet French
Sugarman Associates	Robert Sugarman
Delaware County Planning Department (Interns)	Neil Lovekin Brent McIvor Kevin Narvaez Chris Tustin

DVRPC Co-Counsel

Pennsylvania Co-Counsel New Jersey Co-Counsel	Kenneth Zielonis Thomas Coleman
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DVRPC Staff: John J. Coscia, John Claffey, Barry Seymour, William Greene, Donald Shanis, Charles Dougherty, Richard Bickel, Thabet Zakaria, Candace Snyder, and Jean McKinney.

Call to Order

Incoming Chairman Timothy J. Carson called the meeting to order at 12:35 p.m.

1. Minutes of Meeting of June 22, 2000

On a **motion** by Mr. Ware, seconded by Mr. Mooney, the minutes of the meeting of June 22, 2000 were approved as distributed.

2. Contract Authorizations

a. PA Route 41 Land Use/Management Alternatives Analysis, Chester County

Mr. Coscia announced that additional work needs to be done on the PA Route 41 Land Use/Management Alternatives Analysis in Chester County. Therefore, no Board action is recommended at this time.

b. Transit Oriented Development Program: Regional Communications/Marketing Program for Southeastern Pennsylvania

Mr. Seymour briefed the Board and explained that The Transportation Equity Act for the 21st Century (TEA-21) includes a new Federal Highway Administration (FHWA) initiative entitled the "Transportation and Community and System Preservation Pilot Program" (TCSP). This Fiscal Year 1999 to 2003 program is intended to support studies and plans that investigate practical applications of the principles of linking land use and transportation planning and implementation activities, including such aspects as transit-oriented development, integrated, transportation/land use corridor planning and region wide education and information activities.

In Fiscal Year 1999, DVRPC, on behalf of a partnership involving city, county and regional planning, operating and non-profit agencies, applied for and was awarded a competitive grant of \$665,600 for an application entitled "Implementing Transit-Oriented Development in the Philadelphia Metropolitan Area." The pending region wide communications/marketing program is a component of the successful grant application, which also includes a task to explore implementation of a transit-friendly mortgage program in southeastern Pennsylvania, as well as station area planning and zoning activities at five station sites along the proposed Schuylkill Valley Metro. A consultant team for the station planning and zoning project was approved by the Executive Committee in May.

A selection committee comprised of DVRPC, the Pennsylvania Environmental Council, and The Reinvestment Fund have reviewed the three proposals received in response to the RFP. The staff recommends approval by the executive committee to contract with the firm selected from these proposals.

A total of \$40,000 is provided through the FHWA TCSP grant.

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

MOTION by Mr. Martin, seconded by Mr. Ware; that the Executive Committee authorize the Executive Director to enter into, negotiate and execute a contract with the selected firm to perform the pending study's scope of services. If such negotiations prove not to meet the

financial requirements of the Commission, to proceed on to negotiations with the second ranked firm if necessary.

c. Region-Wide Transportation GIS System: Development of a Project Design and File Architecture

Mr. Seymour briefed the board and explained that DVRPC is soliciting proposals for professional services related to the development of a project design and file architecture to support deployment of a Region-Wide Transportation GIS system. This project was authorized at the direction of the DVRPC Board to enable region-wide continuity in the transportation GIS process before member governments developed totally unique and incompatible systems. Subsequently, the Board approved a project in the TIP for both Pennsylvania and New Jersey to fund the effort. This RFP seeks consultant assistance to begin this process by examining available information, identifying member government needs and designing the transportation elements of their GIS systems including file architectures and linear referencing systems.

A selection committee comprised of DVRPC, PennDOT, NJDOT, Chester County, Burlington County and the City of Philadelphia has reviewed the six proposals received in response to the RFP.

A total of \$324,000 is allocated for the above project in the FY 2000-FY 2001 Transportation Improvement Programs of Pennsylvania and New Jersey.

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

MOTION by Mr. Ware, seconded by Mr. Martin that the Executive Committee authorize the Executive Director to enter into, negotiate and execute a contract with Johnson, Mirmiran and Thompson to perform the pending study's scope of services.

3. Amendment of DVRPC Lease with the Bourse Building

Mr. Coscia explained that DVRPC has expanded its traditional Work Program over the past two years to include such items as: (1) an extensive four-year Watershed Planning Program in New Jersey; (2) a multi-year regional GIS Program; (3) GIS partnerships and training with not only member governments, but with other regional

entities such as the William Penn Foundation; (4) assistance to PennDOT in advancing Transportation Enhancement and CMAQ projects throughout the Pennsylvania portion of the region; (5) Intelligent Transportation Systems Planning; and (6) Incident Management Planning.

Mr. Coscia continued to say that these additional work program activities have necessitated hiring part-time staff and interns to complete the work. In addition, the Board recently authorized two additional full-time positions to work in the four-year New Jersey Watershed Planning Program.

On August 31, 2000, an additional 1155 square feet of space contiguous to DVRPC's present space on the eighth floor will become available. Staff is proposing to lease this additional space at a cost of \$17.50 per square foot for a four year fixed period.

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

MOTION by Mr. Ware, seconded by Mr. Wilson that the Executive Committee authorize the Executive Director to enter into, negotiate, and execute a fixed four-year amendment to the current lease with the Bourse Building for an additional 1155 square feet of office space.

4. Work Program Progress Report - Fourth Quarter Fiscal Year 2000

Mr. Coscia reported on the Work Program Progress Report - Fourth Quarter Fiscal Year 2000 (distributed to the Board) as being successfully completed, on schedule, and within budget.

OLD BUSINESS

No new business was stated.

NEW BUSINESS

No new business was stated.

There being no further business, the meeting was adjourned at 12:45 p.m.