

# DELAWARE VALLEY REGIONAL PLANNING COMMISSION

## BOARD COMMITTEE

### Minutes of Meeting of February 27, 2003

Location: Commission Officer  
The Bourse Building, 8<sup>th</sup> Floor  
111 S. Independence Mall, East  
Philadelphia, PA 19106

#### Membership Present

#### Representative

New Jersey Department of Community Affairs	Joyce Paul
New Jersey Department of Transportation	Brent Barnes
Governor of New Jersey's Appointee	Deirdre Naughton, Esq.
Governor of Pennsylvania's Appointee	Caroline Anderson Novak
Pennsylvania Governor's Policy Office	(not represented)
Pennsylvania Department of Transportation	Thomas Kotay
Bucks County	Charles H. Martin Lynn Bush
Chester County	Colin A. Hanna William Fulton
	Charles Coyne
Delaware County	John E. Pickett
Montgomery County	Louis F. Gould, Jr. Esq.
Burlington County	Jerald R. Cureton, Esq. Carol Ann Thomas
Camden County	Thomas J. Gurick J. Douglas Griffith

Gloucester County	Charles E. Romick
Mercer County	(not represented)
City of Chester	William Payne
City of Philadelphia	Gary Jastrzab
City of Camden	(not represented)
City of Trenton	Andrew Carten

Non-Voting Members

Federal Highway Administration New Jersey Division	Lawrence Cullari
Pennsylvania Division	James Cheatham
U.S. Department of Housing and Urban Development, Region III	(not represented)
U.S. Environmental Protection Agency, Region III	(not represented)
U.S. Environmental Protection Agency, Region II	(not represented)
New Jersey Office of Smart Growth	Herman Volk
Federal Transit Administration, Region III	(not represented)
Southeastern Pennsylvania Transportation Authority	Christopher Patton
New Jersey Transit Corporation	(not represented)
Port Authority Transit Corporation	Cheryl Spicer
Delaware River Port Authority	Anisah Abiola
New Jersey Department of Environmental Protection	William Purdie
Pennsylvania Department of Environmental Protection	(not represented)

Pennsylvania Department of Community and  
Economic Development

(not represented)

Regional Citizens Committee Chairman

Dennis Winters

DVRPC Co-Counsel

Pennsylvania Co-Counsel                      Timothy J. Carson  
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                      Brian Cuccia

Pennsylvania Governor's Office                      Joanne Denworth

Camden County                      Eve Charles  
Marge Walker

Cross County Connection Transportation  
Management Association                      William Ragozine

Delaware River Joint Toll Bridge Commission                      Roger Sager

Residents for Regional Traffic Solutions (Bucks County)                      Sue Herman

**Call to Order**

Chairman Charles H. Martin called the meeting to order at 10:40 a.m and welcomed Joanne Denworth, representing Governor Ed Rendell.

**Public Comments**

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

**1. Minutes of Meeting of January 23, 2003**

On a **motion** by Mr. Gurick, seconded by Mr. Barnes, the minutes of the meeting of January 23, 2003 were approved as distributed.

## 2. Transportation Improvement Program (TIP) Actions

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

### SEPTA Requests

a. TIP Action PA03-07 - Woodbourne/Oxford Valley Mall Circulator  
(Bucks County)

Mr. Claffey explained that SEPTA has requested that DVRPC amend the FY 2003 TIP for PA (FY 2003-2006) by adding a project back in to the TIP. The Woodbourne/Oxford Valley Mall Circulator was a project approved as part of DVRPC's previous competitive CMAQ program, and was awarded funds (\$232,000 CMAQ/\$58,000 Local) for one year of operating costs in the FY 2001 TIP. By making the service more cost effective SEPTA was able to provide 16 months of service with the initial award and is requesting an additional \$290,000 (\$232,000 FLEX/\$58,000 Local) in FY 2003 to be used for an additional 20 months of operating service. Funding would be made available from cost savings on another CMAQ project (SEPTA's Route 15 Signalization) which have already been "flexed" by the FTA. This amendment would enable SEPTA to provide a full three years of operating service for the Circulator, and upon approval of this action, SEPTA will withdraw it's application for the Woodbourne/Oxford Valley Mall Circulator from the current 2002 DVRPC Competitive CMAQ Program. The bus route, designated as Route 203, connects the R3 West Trenton Line at Woodbourne Station to employment locations in Bucks County.

Financial constraint will be maintained by utilizing previously "flexed" funds from another SEPTA project and the TIP's conformity finding will not be impacted by this amendment as this project is exempt.

b. TIP Action PA01-10a - Automatic Vehicle Locators for Paratransit

SEPTA has requested that DVRPC amend the FY2003-2006 TIP for Pennsylvania by adding a project back in to the TIP. Approved as a new TIP project last spring, this project provides for the installation of automatic vehicle locator devices, using Global Positioning Satellite technology, on SEPTA's Paratransit vehicles. The system does not currently have the efficient capability to locate vehicles that are misdirected, stuck in traffic or have broken down, which impacts service efficiency and reliability for SEPTA customers. The vehicle locator devices will interface with the existing system and will improve operations by transmitting the exact location of in-service Paratransit vehicles. This will provide real-time information to the control center for quick response to

any service disruption. The request proposes the use of \$855,00 federal ITS earmark funds and a 50% local match.

Financial Constraint will be maintained as this project is using Federal ITS earmark funds and the TIP's conformity finding will not be impacted by this amendment as this project is exempt.

c. TIP Action PA03-10b - Schuylkill Expressway Corridor ITS

SEPTA has requested that DVRPC amend the FY2003-2006 TIP for Pennsylvania by adding a project back in to the TIP. Approved in a previous TIP at a higher funding level, this request is to program an FY 2003 project cost of \$450,000 (\$225,000 DEMO ITS earmark funds/\$90,000 5307/\$135,000 Local Match. This project will expand on the Pilot Automatic Vehicle Locator project (TIP #S081). The intent is to equip an additional 24 buses with AVL devices for use on two Center City to King of Prussia bus routes (124 and 125.) Real time schedule information kiosks will be installed at key passenger waiting areas along these routes

Financial Constraint will be maintained as this project is using Federal ITS earmark funds and the TIP's conformity finding will not be impacted by this amendment as this project is exempt.

Favorable recommendation was received from the Planning Coordinating Committee/Regional Transportation Committee (PCC/RTC) that the Board approve the SEPTA requests for TIP Actions PA03-07, PA03-10a, and PA03-10b.

Favorable recommendation was also received from the Regional Citizens Committee (RCC) that the Board approve the SEPTA requests for TIP Actions PA03-07, PA03-10a and PA03-10b. However, the RCC requests that for TIP Action PA03-07 (Woodbourne/Oxford Valley Mall Circulator) that an origin-destination survey be conducted by SEPTA to determine what needs are being served.

John J. Coscia, Executive Director, responded that the RCC's recommendations would be forwarded to SEPTA for a response.

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

**Motion** by Mr. Hanna, seconded by Mr. Gould that the Board approve the following TIP Actions requested by SEPTA.

- (1) TIP Action PA03-07 - SEPTA's request to amend the FY 2003 TIP

for PA (FY2003-2006), by adding the Woodbourne/ Oxford Valley Mall Circulator project (MPMS # 59298) back in to the TIP. This amendment will program \$232,000 FLEX funds/\$58,000 Local Match in FY 2003 for operating funds. This action also acknowledges a revised project description.

(2) TIP Action PA03-10a - SEPTA's request to amend the FY 2003 TIP for PA (FY2003-2006), by adding the Automatic Vehicle Locators for Paratransit project (MPMS # 67666) back in to the TIP. This amendment will program \$855,000 Federal ITS earmark funds/\$855,000 Local Match in FY 2003.

(3) TIP Action PA03-10b, SEPTA's request to amend the FY 2003 TIP for PA (FY2003-2006), by adding the Schuylkill Expressway Corridor ITS project (MPMS # 66551) back in to the TIP. This amendment will program \$225,000 Federal ITS earmark funds/\$90,000 5307/\$135,000 Local Match in FY 2003.

#### PennDOT Requests

d. TIP Action PA03-11a - 2003 Reflective Pavement Marker Program  
New Project requested by PennDOT(MPMS #64634) (Montgomery County)

PennDOT has requested that DVRPC amend the FY2003-2006 TIP for Pennsylvania by adding a new project, the 2003 Reflective Pavement Marker Program. Currently in design, this project will require an FY03 construction phase of \$380,000 specially earmarked STP funds. The markers are being designed to withstand snowplow action and will be installed on state and local roads in the region.

Financial Constraint will not be affected as these are additional funds to the state and the TIP's conformity finding will not be impacted by this amendment as this project is exempt.

e. TIP Action PA03-11b - I-95 Delaware Expressway Interchange at PA 332  
(MPMS #13518) - (Bucks County)

PennDOT has requested that DVRPC modify the FY2003-2006 TIP for Pennsylvania by adding an FY 2003 right-of-way phase to this project. Three parcels constituting just under 20 acres are required in order to complete the interchange improvement project which calls for construction of a new ramp from PA 332 eastbound to I-95 northbound. The project will also relocate the existing I-95 northbound off-ramp to PA 332. PennDOT's request would program \$1.850 million for ROW in FY 2003 (\$1.480 million DEMO/\$370,000

State.) This modification also serves to acknowledge additional DEMO funds available for this project which are being used for the land acquisition and also to increase the FY 2006 construction phase by \$710,000 (\$60,000 DEMO/ \$650,000 State.)

Financial Constraint will not be affected as this modification uses DEMO funds and the TIP's conformity finding will not be impacted by this modification as this project has already been included in the region's air quality analysis.

- f. TIP Action PA03-11c - Route 41 ITS Technology Deployment (MPMS #64360)  
(Chester County)

PennDOT has requested that DVRPC amend the FY2003-2006 TIP for Pennsylvania by adding this project back in to the TIP with a \$1.5 million construction phase (Federal funds) in FY 2003. This project is phase 2 of a Safety and Enforcement Initiative enacted to better monitor and enforce heavy truck traffic through the area. Funds would be used for the purchase and installation of equipment such as an advisory radio system, and devices for speed and traffic signal enforcement.

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

- g. TIP Action PA03-11d - Betterments for Route 63 from PA 113 to PA 29  
(MPMS #50646) (Montgomery County)

PennDOT has requested that DVRPC amend the FY2003-2006 TIP for Pennsylvania by programming Betterment improvements on Route 63 from PA 113 to PA 29 with funds in FY 2003 for preliminary design (\$1.853 million HWY/\$463,000 Toll Credit) and FY05 for final design(\$1.355 million HWY/\$339,000 Toll Credit) using state toll credits as the state match. This restoration project for the approximately 10 miles of roadway through Lower and Upper Salford Townships will include milling, overlay, and shoulder work. The design phase includes costs for surveying and environmental clearance.

Financial Constraint will be maintained by drawing down funds from the Betterment Line Item (MPMS # 17876) and by making adjustments to other existing TIP projects whose schedules or costs have changed and the TIP's conformity finding will not be impacted by this modification as this project is exempt.



h. TIP Action PA03-11e - Valley Willow Road (Bridge)(MPMS #14272)  
(Chester County)

PennDOT has requested that DVRPC amend the FY2003-2006 TIP for Pennsylvania by adding this bridge replacement project back in to the TIP with a \$37,000 (\$29,000 State Bridge/\$8,000 Local) final design phase in FY 2003. The existing two lane bridge will be replaced in-kind.

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

Favorable recommendation was received from the PCC/RTC for the Board to approve TIP Actions PA03-11a, PA03-11b, PA03-11c, PA03-11d, and PA03-11e.

Favorable recommendation was received from the RCC for the Board to approve TIP Actions PA03-11a, PA03-11b, PA03-11c, PA03-11d, and PA03-11e. In addition, the RCC asks that the design for the Delaware Expressway Interchange at PA 332 (TIP Action PA03-11e) is done properly to ensure safe bicycle and pedestrian access to the lower Makefield Bicycle/Pedestrian Network.

Mr. Coscia responded that the RCC's recommendations would be forwarded to PennDOT for a response.

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

**MOTION** by Ms. Novak, seconded by Mr. Hanna that the Board approve the following TIP Actions requested by PennDOT.

- (1) TIP Action PA03-11a - PennDOT's request to amend the FY 2003 TIP for PA (FY2003-2006), by adding a new project in to the TIP, the Reflective Pavement Marker Program project (MPMS # 64634.) This amendment will program \$380,000 specially earmarked STP funds for construction in FY 2003.
- (2) TIP Action PA03-11b - PennDOT's request to modify the FY 2003 TIP for PA (FY2003-2006), by adding an FY 2003 right of way phase (\$1.480 million DEMO/\$370,000 State) and increasing the FY06 construction phase (\$60,000 DEMO/\$650,000 State) of the I-95 Interchange at PA 332 (MPMS #13518.) This modification also serves as a technical correction that acknowledges the correct level

of DEMO funds available for this project.

- (3) TIP Action PA03-11c - PennDOT's request to amend the FY 2003 TIP for PA (FY2003-2006), by adding the Route 41 ITS Technology Deployment project (MPMS # 64360) back in to the TIP. The amendment will program \$1.5 million HWY funds for construction in FY 2003.
  
- (4) TIP Action PA03-11d - PennDOT's request to amend the FY 2003 TIP for PA (FY2003-2006), by adding a new project, Betterment of Route 63 from PA 113 to PA 29 (MPMS # 50646.) This amendment will add an FY03 preliminary design phase (\$1.853 million HWY/\$463,000 Toll Credit Match) and an FY05 final design phase (\$1.355 million HWY/\$339,000 Toll Credit Match.)
  
- (5) TIP Action PA03-11e - PennDOT's request to amend the FY 2003 TIP for PA (FY2003-2006), by adding the Valley/Willow Road (Bridge) project (MPMS # 14272) back in to the TIP with an FY 2003 final design phase (\$29,000 State/\$8,000 Local Match.)

#### City of Philadelphia Requests

- i. TIP Action PA03-12a - 42<sup>nd</sup> Street Bridge (MPMS #17461) (Philadelphia Streets Department)

The Philadelphia Streets Department has requested that DVRPC amend the FY2003-2006 TIP for Pennsylvania by adding this project back in to the TIP with a \$5.2 million construction phase in FY 2004 which will be advance constructed in FY 2003 (\$4.160 million Bridge/\$780,000 State/\$260,000 Local Match.) The project includes bridge deck replacement, guiderail improvements and related rehabilitation work. The arched bridge is located over Amtrak rail lines and will entail extensive coordination with that agency.

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

- j. TIP Action PA03-12b - Krewstown Road Bridge (MPMS #16785)

(Philadelphia Streets Department)

The Philadelphia Streets Department has requested that DVRPC amend the FY2003-2006 TIP for Pennsylvania by adding this project back in to the TIP with a \$400,000 preliminary engineering phase in FY 2004 (\$320,000 STU/\$80,000 Local Match.) The project has been on hold due to community opposition. The Krewstown Road Bridge is a very narrow bridge over the Pennypack Creek in Pennypack Park. The approach requires realignment to meet current standards and it is not suited for the traffic that passes over it on a daily basis. The City is requesting \$400,000 for a preliminary engineering phase to revisit and clarify the issues surrounding this project, including environmental and historic analyses of the bridge and the surrounding area. The goal is to have a finished project that addresses the sensitivities of the bridge, the surrounding environment and the community concerns, as well as provide a safe throughway for motorists, bicyclists, and pedestrians.

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

Favorable recommendation was received from the PCC/RTC for the Board to approve TIP Actions PA03-12a and PA03-12b.

Favorable recommendation was received from the RCC for the Board to approve TIP Actions PA03-12a and PA 03-12b. However the approval for Krewstown Road Bridge (TIP Action PA03-12b) is only granted as long as an alternative is included in this phase that examines rehabilitation only of the bridge and as long as early public involvement is included in the process. The RCC continues to oppose construction of a new bridge.

Mr. Coscia responded that he would forward the RCC's recommendations to the Department of Streets for a response.

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

**MOTION** by Mr. Jastrzab, seconded by Mr. Gould, that the Board approve the following TIP Actions requested by the City of Philadelphia.

- (1) TIP Action PA03-12a - Philadelphia Street Department's request to amend the FY 2003 TIP for PA (FY2003-2006), by adding the 42<sup>nd</sup> Street Bridge project (MPMS # 17461) back in to the TIP with an FY04 construction phase (\$4.160 million Bridge/\$780,000 State/\$260,000 Local Match) which will be advance constructed in FY 2003.

- (2) TIP Action PA03-12b - Philadelphia Street Department's request to amend the FY 2003 TIP for PA (FY2003-2006), by adding the Krewstown Road Bridge project (MPMS # 16785) back in to the TIP with an FY04 preliminary engineering phase (\$320,000 STU/\$80,000 Local Match.)

#### Montgomery County Request

- k. TIP Action PA03-13 - Route 113 Heritage Corridor(MPMS #65132)  
(Bucks and Montgomery Counties)

Montgomery County has requested that DVRPC amend the FY2003-2006 TIP for Pennsylvania by adding a new project to the TIP using \$170,000 Public Land Highway Discretionary carryover DEMO funds for a study in FY 2003. The Route 113 Heritage Corridor is over 30 miles in length between the Schuylkill River in Montgomery County and PA Route 412 in Bucks County. With a heritage of farming and agricultural processing, the region's current development trends, particularly in areas surrounding the Routes 422 and 309 Expressways, are exerting strong growth pressure. A Land Use/ Transportation Study will evaluate present infrastructure needs, pair them with historic aspects of the region, and craft progressive land use and community planning goals.

Financial Constraint will not be affected as this amendment uses earmarked Public Land Highway Discretionary funds and the TIP's conformity finding will not be impacted by this amendment as this project is exempt.

Favorable recommendation was received from PCC/RTC that the Board approve TIP Action PA03-13.

Favorable recommendation was received from the RCC, however the RCC asks that this study include the appropriate historic and community groups in the public involvement phase.

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

**MOTION** by Mr. Gould, seconded by Mr. Jastrzab, that the Board approve TIP Action PA03-13, Montgomery County's request to amend the FY 2003 TIP for PA (FY2003-2006), by adding a new project to the TIP, the Route 113 Heritage Corridor Study (MPMS # 65132.) This amendment will program \$170,000 specially earmarked Public Land Highway Discretionary funds in FY 2003.

### **3. Adoption of DVRPC's Policy on Reauthorization of the Federal Transportation Act**

Mr. Coscia explained that the Draft document (distributed to the Board) on DVRPC's Policy on Reauthorization of the Federal Transportation Act was reviewed by the Board Policy Committee and the Regional Transportation Committee and their recommended revisions have been incorporated into the document. The Regional Citizens Committee's recommended revisions have not been incorporated into the document since their meeting was only held yesterday (February 26, 2003).

Mr. Claffey then highlighted the revisions to the document and, at this time, reviewed the RCC's recommended revisions (distributed to the Board) for Board consideration. With only a few exceptions, Mr. Claffey reported that staff recommended approval of the RCC comments for incorporation into the document. The RCC concurred.

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

**MOTION** by Mr. Gurick, seconded by Mr. Pickett, that the Board adopt the *DVRPC Policy On Reauthorization of the Federal Transportation Act* as revised.

Joanne Denworth, representing Pennsylvania Governor Ed Rendell's office commented that she would like the Governor to review the document and then contact DVRPC with any comments.

Mr. Coscia responded that staff would forward the document to the Governor's office for review.

### **4. FY 2004 Pennsylvania Transportation Management Association (TMA) Assistance Grant Draft Work Programs**

Donald Shanis, DVRPC staff, explained that PennDOT has annually funded Transportation Management Association (TMA) activities for selected TMAs since 1992. This program was developed to provide operating assistance to these public-private partnerships to support their travel demand management promotional work as a means to mitigate traffic congestion and improve regional air quality. This is an ongoing program, renewable annually. PennDOT requested that DVRPC assume joint oversight of work program development and execution in FY 2002.

There are currently five TMAs serving suburban areas in southeastern Pennsylvania: The Bucks County, Chester County, Delaware County, Greater Valley Forge, and Partnership TMAs, and one which serves central Philadelphia.

As part of their assistance grants, each suburban TMA undertakes generally similar work. The Central Philadelphia TMA's work program is tailored to the particular transportation needs of Center City. The work programs have been reviewed and approved by the respective County Planning Commission staffs, as well as DVRPC, and PennDOT staffs.

The TMAs have applied for the maximum of \$160,000 each. The total application package totals \$960,000 ( \$768,000 CMAQ, \$192,000 local match).

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

Favorable recommendation was received from the PCC/RTC and the RCC for the Board to approve the Pennsylvania TMA Assistant Grant Work Programs.

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

**MOTION** by Mr. Hanna, seconded by Mr. Gould, that the Board approve and forward to PennDOT for their approval the FY 2004 TMA Assistance Grant Work Programs for a total grant of \$160,000 each (\$128,000 CMAQ, \$32,000 local match) to the Bucks County, Chester County, Delaware County, Greater Valley Forge, Partnership, and Central Philadelphia TMAs, for a total program of \$960,000 (\$768,000 CMAQ, \$192,000 local match).

Chairman Martin inquired if a report card is required to track the success of these programs. Mr. Coscia responded that each TMA is required to present a scorecard at the end of the fiscal year and agreed to distribute the report to the Board.

**5. FY 2004 Pennsylvania Mobility Alternatives Program (MAP) Draft Work Programs**

Dr. Shanis explained that the Mobility Alternatives Program (MAP) was initiated in 1995 in response to the need for measures to reduce highway congestion, including businesses, schools, and other organizations on a voluntary basis. There are currently five TMAs involved in MAP: The Bucks County, Chester County, Delaware County, Greater Valley Forge, and Partnership TMAs, along with the City of Philadelphia Mayor's Office of Transportation and SEPTA. Efforts of the contractors are directed to highly congested corridors within their service areas. Work includes outreach to employers, assistance in developing Travel Demand Management

(TDM) strategies for employer use, promotion of the Share-A-Ride program, and participation in outreach for the Ozone Action Program.

MAP is largely a behavior modification effort to increase employers' awareness of the various TDM techniques available to them, and the benefits of participation in such activities. The success of the overall program is monitored by contractors' submission of quarterly performance reports, which show results of work toward reducing single-occupant autos.

The TMAs have applied for the maximum of \$67,450 each, The Mayor's Office for \$77,750, and SEPTA for \$150,000. The DVRPC portion of the contract totals \$251,000, which includes Administration, Share-A-Ride Operations, and Marketing efforts. The total application package totals \$816,000 (\$652,800 CMAQ, \$163,200 contractor match). This budget is the same as previous years.

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

Favorable recommendation was received from the PCC/RTC and the RCC that the Board approve the MAP Work Programs.

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

**MOTION** by Mr. Hanna, seconded by Mr. Jastrzab, that the Board approve and forward to PennDOT, for their approval, the FY 2004 Mobility Alternatives Program for a program total of \$816,000 (\$652,800 CMAQ, \$163,200 Contractor Match).

**6. Pennsylvania Infrastructure Investment Authority (PENNVEST) Funding Request in Bucks and Montgomery Counties**

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

PENNVEST has forwarded four applications to DVRPC for review for consistency with the regional plan.

Bucks County

- Borough of Quakertown - Request for \$3,408,280 PENNVEST loan to replace or improve 35,430 lineal feet of existing sewer collection lines and 724 sewer laterals within the borough to reduce problems of inflow and infiltration.
- Borough of Quakertown - Request for \$5,974,300 PENNVEST loan to replace 44,300 lineal feet of existing water mains, 584 laterals within the right-of-way, 69 hydrants and other miscellaneous work to provide drinking water within the borough.

### Montgomery County

- Borough of Schwenksville - Request for \$80,000 PENNVEST loan to install a stormwater conveyance system in the vicinity of Third Street and Maple Avenue to alleviate problems of flooding.
- The Upper Hanover Authority - Request for \$1,538,191 PENNVEST loan to extend sewers from the existing treatment plant to the Village of Palm to serve existing homes with failing septic systems and to provide additional capacity for new commercial or industrial growth.

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

The project in Upper Hanover Township also serves to alleviate existing problems in an area of existing development, but as proposed may serve to support growth in areas identified as Rural in the DVRPC Regional Plan and in the Upper Perkiomen Regional Comprehensive Plan. DVRPC and Montgomery County therefore recommend that the project be approved to extend sewer service to the existing Village of Palm to alleviate ongoing problems of failing septic systems, but that the conveyance systems be sized to only serve the areas of existing development and discourage the further extension of sewer service into the surrounding rural resource area.

The RCC favorably recommended the applications requested by the Borough of Quakertown.

The RCC favorably recommended the application requested by the Borough of Schwenksville, however, the RCC recommends this approval on the basis that the Borough comply with state provisions for water quality treatment for storm water run-off for municipalities.

The RCC favorable recommended the application requested by the Upper Hanover



Authority, but that the conveyance systems be sized to only serve the areas of existing development and discourage the further extension of sewer service into the surrounding rural resource area.

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

**MOTION** by Mr. Gould, seconded by Mr. Pickett the Board authorize the Executive Director to send letter notifying PENNVEST that the funding application requests in Bucks and Montgomery Counties are consistent with the Horizons 2025 Plan.

**7. DVRPC FY 2003 Planning Work Program Amendment: Open Space and Natural Resource Planning Services for Municipalities in New Jersey**

Mr. Seymour briefed the Board and explained that many municipalities in New Jersey lack the professional staff to update their plans and ordinances or to develop new land use planning tools to protect and preserve their natural resources. While a number of municipalities have moved forward to establish funding programs to purchase open space, some of these municipalities have not developed the comprehensive open space plans or natural resource inventories needed to guide their investment decisions. By developing open space plans, municipalities are also eligible to double their match funding for open space acquisition under the Green Acres Program.

DVRPC's program of Municipal Open Space and Natural Resource Planning Services will offer a market basket of services to municipalities in New Jersey, appropriate to their needs and conditions. Available services could include Municipal Assessment, Natural Resource Inventory, Open Space and Recreation Plan, or Conservation Element of a Master Plan. Municipalities would pay DVRPC directly for these services, with the costs partially offset through DVRPC's existing Open Space and Greenways Planning program.

Favorable recommendation was received from the RCC for the Board to amend the FY 2003 Planning Work Program to establish a program for Open Space and Natural Resource Planning Services.

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

**MOTION** by Mr. Romick, seconded by Ms. Paul that the Board amend the DVRPC FY 2003 Planning Work Program to establish a program to offer Open Space and Natural Resource Planning Services to

municipalities in New Jersey. Authorize the Executive Director to enter into contracts with municipalities based on individual scopes of work to be determined.

Chairman Martin commented that the DVRPC brochure (distributed to the Board) entitled: *Open Space and Natural Resource Planning Services for Municipalities* should state "for New Jersey". Staff agreed to include these words on the brochure cover.

## **8. Regional Citizens Committee Report**

Dennis Winters, RCC Chair, had no further comments to report from the RCC meeting held on February 26, 2003.

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

Mr. Coscia reported on the following:

### **a. U. S. Department of Transportation Certification Review February 5-6, 2003**

Mr. Coscia reported that the US DOT Certification Review of DVRPC was very successful and that DVRPC will be receiving a formal report of their findings over the next several weeks. It is believed that DVRPC will be receiving an unconditional certification. The report and a formal presentation will be given to the Board.

### **b. Emergency Preparedness Coordination Plan Meeting scheduled for March 6, 2003**

Mr. Coscia reported that a meeting is scheduled for March 6, 2003 with the emergency management coordinators for each of the five Southeastern Pennsylvania counties to reach an agreement that an intercounty coordination needs to be established for emergency management. At this meeting, staff will explain the appropriate role DVRPC might play in this coordination plan.

Colin Hanna, Chester County, commented that the Chester County Director of Emergency Services believes that DVRPC's greatest effort should be in "tying the seams together" between the counties and the states.

### **c. New Jersey TransAction 2003 Conference, April 7, 8, and 9 in Atlantic City**

Mr. Coscia pointed out to the Board the registration brochure (distributed to the Board) for the TransAction 2003 Conference and encouraged Board Members and Alternates to attend.

- d. Correspondence from NJDOT Commissioner Jack Lettiere and New Jersey Governor James E. McGreevey

Mr. Coscia pointed out correspondence (distributed to the Board) from Jack Lettiere and Governor James E. McGreevey with regard to fiscal difficulties in the New Jersey for available transportation funding.

- e. Federal Highway Administration Statewide Transportation Planning; Metropolitan Transportation Planning Final Rule

Mr. Coscia pointed out the Final Rule (distributed to the Board) for their review.

**10. Three Decades of Job Growth and Decline in the Delaware Valley: Analyzing the Region's Economic Base by Sector**

Mr. Seymour presented the results from DVRPC's Analytical Data Report entitled: *Three Decades of Job Growth and Decline in the Delaware Valley: Analyzing the Region's Economic Base by Sector*. The report analyzes job growth, economic specialization, and industrial diversification and provides benchmarks to compare our region to other regions which helps set economic development policy recommendations for the future.

**11. Committee Reports**

The following Committee Reports were distributed to the Board for their review:

- (1) Planning Coordinating Committee/Regional Transportation Committee;
- (2) Regional Housing Committee; and (3) Regional Land Use and Development Committee.

Mr. Seymour commented on the Regional Land Use and Development Committee Meeting. At that meeting Commissioner Susan Bass-Levin, New Jersey Department of Community Affairs, discussed Governor McGreevey's ongoing Smart Growth initiatives. She also discussed the recently released "Big Map", a conceptual map which illustrates areas inappropriate for development, areas

where development should proceed but with caution, and areas where development should be encouraged. The map is an ongoing process and will be revised to coordinate with the state and regional plans.

### **OLD BUSINESS**

No old business was stated.

### **NEW BUSINESS**

No new business was stated.

There being no further business, the meeting was adjourned at 12:10 p.m.

#### Attachments:

- (1) PCC/RTC Recommendations to the Board for February 27, 2003
- (2) RCC Recommendations to the Board for February 27, 2003

#### Additional Documents Distributed to the Board:

- (1) Freight Lines, February 2003
- (2) TravelSmart, February 2003
- (3) Alert, February 2003
- (4) PennDOT Booklet entitled: *Moving Pennsylvania Forward - Exceeding Customer Expectations*
- (5) The National Association of Regional Councils (NARC) booklet entitled: *Priorities and Proposals for the Reauthorization of TEA-21*