

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

BOARD COMMITTEE

Minutes of Meeting of June 24, 2004

Location: Commission Offices
The Bourse Building, 8th Floor
111 S. Independence Mall, East
Philadelphia, PA 19106

Membership Present

Representative

New Jersey Department of Community Affairs	(not represented)
New Jersey Department of Transportation	W. Dennis Keck James Lewis
Governor of New Jersey's Appointee	Keith D. Barrack
Governor of Pennsylvania's Appointee	(not represented)
Pennsylvania Governor's Policy Office	Joanne R. Denworth
Pennsylvania Department of Transportation	Thomas TenEyck
Bucks County	Lynn Bush
Chester County	Carol Aichele William H. Fulton
Delaware County	Eugene Briggs
Montgomery County	Kenneth Hughes
Burlington County	Carol Ann Thomas
Camden County	Thomas J. Gurick J. Douglas Griffith
Gloucester County	Charles E. Romick
Mercer County	(not represented)
City of Chester	(not represented)

City of Philadelphia	Gary Jastrzab
City of Camden	(not represented)
City of Trenton	Andrew Carten
<u>Non-Voting Members</u>	
Federal Highway Administration New Jersey Division	(not represented)
Pennsylvania Division	(not represented)
U.S. Department of Housing and Urban Development, Region III	Laura Pelzer
U.S. Environmental Protection Agency, Region III	(not represented)
U.S. Environmental Protection Agency, Region II	(not represented)
New Jersey Office of Smart Growth	(not represented)
Federal Transit Administration, Region III	Keith Lynch
Southeastern Pennsylvania Transportation Authority	(not represented)
New Jersey Transit Corporation	James Schwartzwalder
Port Authority Transit Corporation	Cheryl Spicer
Delaware River Port Authority	Linda Hayes
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
<u>DVRPC Co-Counsel</u>	
Pennsylvania Co-Counsel New Jersey Co-Counsel	Timothy J. Carson, Esq. Thomas J. Coleman, Esq.

DVRPC Staff:

John J. Coscia, Donald S. Shanis, Barry Seymour, William Greene, Thabet Zakaria, Charles Dougherty, Richard Bickel, John Ward, Elizabeth Schoonmaker, Candace Snyder, Phyllis Robinson, and Jean McKinney

Guests

Pennsylvania Department of Transportation	Robert Hannigan Greg Brown (Dist. 6-0)
New Jersey Department of Transportation	Brian Cuccia Mark Stout
Camden County	Eve Charles
Delaware County	Brianne Donohue Eugene Burns
Southeastern Pennsylvania Transportation Authority	Catherine Popp-McDonough Kathleen Zubrzycki
Delaware River Joint Toll Bridge Commission	Roger Sager
Cross County Connection Transportation Management Association	William Ragozine
Chester County Chamber of Commerce	Rob Powelson
Residents for Regional Traffic Solutions (RRTS)	Sue Herman
New London Township	Trish Fagan Jerry Yeatman James Yeatman
Southern Chester County Organization on Transportation	Patricia Horrocks Roche Dutchos Jack Weber
Bucks County Courier Times	Alison Hawkes

Call to Order

Chairman Thomas J. Gurick called the meeting to order at 10:45 a.m. Chairman Gurick introduced Keith Barrack, the New Jersey Governor's Appointee, Dennis Keck, Assistant Commissioner, New Jersey Department of Transportation, and Carol Aichele,

Chester County representative.

Public Comments

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

1. Minutes of Meeting of May 27, 2004

On a **motion** by Ms. Thomas, seconded by Mr. Hughes, the minutes of the meeting of May 27, 2004 were approved as distributed.

2. Transportation Improvement Program (TIP) Actions

Donald S. Shanis, DVRPC staff, briefed the Board on the following TIP Actions:

- a. TIP Action PA03-57: Capital Assistance for FTA Section 5310 Program, Transportation Services for Senior Citizens and people with Disabilities, Various Counties in Pennsylvania

PENNDOT has requested that DVRPC amend the FY2003-2006 TIP for Pennsylvania by programming funds for the Federal Transit Administration's Section 5310 Program, which provides capital assistance to private nonprofit corporations that provide transportation services for senior citizens and people with disabilities. Every year PENNDOT coordinates an application process for this program and this year has selected 10 agencies in the DVRPC region to program a total of \$1,418,300 in FY04 for the purchase of 26 vehicles for the following agencies:

Bucks County Transport, Inc. - Bucks County
Lenape Valley Foundation - Bucks County
Cerebral Palsy Assoc. of Chester County, Inc. - Chester County
Children and Adult Disability and Education Services, Delaware County
Community Transit of Delaware County, Inc., Delaware County
Elwyn, Incorporated - Delaware County
Intercommunity Action, Inc. - Delaware
Suburban Transit Network, Inc. - Montgomery County

Jewish Employment and Vocational Services - Philadelphia
Wheels of Wellness, Inc. - Philadelphia

Financial Constraint will be maintained as these are additional funds to the region 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 Coordination Committee/Regional Transportation Committee (PCC/RTC) for the Board to

approve TIP Action PA03-57.

Favorable recommendation was received from the Regional Citizen Committee (RCC) with the following comment: *Because we are in a severe ozone non-attainment area, the RCC believes that all agencies using public funds should be required to consider the use/purchase of alternative fuel vehicles. The committee feels that documentation should be provided during the Section 5310 Program application process that includes a cost benefit analysis showing why it is not feasible for each agency to use such vehicles.*

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

MOTION by Ms. Denworth, seconded by Mr. Hughes that the Board approve TIP Action PA03-57, PENNDOT's request to amend the FY 2003 TIP for Pennsylvania (FY2003-2006) by adding funds into the TIP for the FTA's Section 5310 Program (MPMS #62150). This amendment will program a total of \$1.418 million (\$1,134,660 Section 5310 funds/\$283,660 Local Match) in FY04.

b. TIP Action NJ04-08: Paulsboro Brownfields Access, Gloucester County

NJDOT has requested that DVRPC amend the FY2004-2006 TIP for New Jersey by adding a new project into the TIP and Study and Development Program, programming a \$500,000 FY04 feasibility assessment (FA) phase and a \$500,000 FY06 preliminary design (PD) phase using specially earmarked DEMO funds. This project has already been included in the FY05 TIP Update, but recently received the earmark from the 2004 Appropriation's Act and the funding is now available. The project will encourage redevelopment and reuse of the brownfields area known as the BP site in Gloucester County. A study undertaken by the Borough and funded by the Transportation Community Development Initiative (TCDI) showed that the preferred concept for providing improved access to the site is a roadway that would connect to the newly improved Interchange 19 on I-295 via Paradise Road. Current access to the site requires travel through residential neighborhoods.

Financial Constraint will be maintained as this project is using specially earmarked DEMO funds and the TIP's conformity finding will not be impacted by this amendment.

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

MOTION by Mr. Keck, seconded by Mr. Briggs, that the Board approve TIP Action NJ04-18, NJDOT's request to amend the FY 2004 TIP for New Jersey (FY2004-2006) by adding a new project, the Paulsboro Brownfields Access project, (DB #04321). This amendment will program

a \$500,000 FA phase in FY04 and \$500,000 PD phase in FY06 using specially earmarked DEMO funds.

3. DVRPC Annual Self-Certification of the Regional Transportation Planning Process

John J. Coscia, Executive Director explained to the Board 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.

Rulemaking for the new TEA 21 has not been adopted as of this date, but it is presumed that the Annual Self Certification Requirements remain the same.

Section 450.334 of the Final Rulemaking lists specific requirements which must be addressed. DVRPC's conformity with these requirements is outlined below:

1. Improvements to the transportation system in the region have been the result of a 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, 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. Congestion Management System phase-in requirements for non-attainment Transportation Management Areas have been met.
9. Environmental justice for low income and minority populations is being addressed.
10. The provision of 49 CFR part 20 regarding restrictions on influencing certain activities has been met.

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

MOTION by Ms. Denworth, seconded by Ms. Bush, that the Board adopt Resolution No. B-FY04-008 (copy attached) certifying that the DVRPC Regional Transportation Planning Process is in conformance with federal regulations implementing TEA-21, the Clean Air Act Amendments, and other federal legislation.

4. Amendments to the DVRPC Year 2025 Land Use and Transportation Plan

Dr. Shanis briefed the Board on the following amendments:

a. Chester City Access Improvement, Delaware County

This amendment would elevate this item from a transportation plan study to a transportation plan project. As a result of the Plan study, PENNDOT is advancing various projects to provide better connectivity between I-95, US 322, and PA 291 and US 13 and the waterfront in Chester City. Examples include interchange improvements, additional ramps, isolated widening of local streets and streetscape improvements.

This amendment will not adversely impact the financial constraint of the Plan.

The proposed Plan amendment was included in the recent conformity determination of the *FY 2005 TIP and 2025 Long Range Plan*. The conformity analysis determined that emissions will be less than the permitted budgets, in each required analysis year, and furthermore, will contribute to the achievement and maintenance of national ambient air quality standards.

b. US 422 from US 202 to Limerick Widening, Chester and Montgomery Counties

Within the limits of this study, specific projects between US 202 and PA 363 have been identified and are advancing through the environmental assessment

phase. As a result of the Plan study, US 422 will be widened to six lanes between US 202 and Limerick, a distance of approximately 13.7 miles. This amendment would elevate this transportation plan study to a transportation plan project.

This amendment will not adversely impact the financial constraint of the Plan.

The proposed Plan amendment was included in the recent conformity determination of the *FY 2005 TIP and 2025 Long Range Plan*. The conformity analysis determined that emissions will be less than the permitted budgets, in each required analysis year, and furthermore, will contribute to the achievement and maintenance of national ambient air quality standards.

c. Pennsylvania Turnpike from Downingtown to Mid-County Widening

This amendment would revise the limits and elevate this item from a transportation plan study to a transportation plan project. This item is currently a plan study with limits from east of Exton to west of Valley Forge. As a result of the Plan study, the PA Turnpike will be widened to six lanes between the Downingtown and Mid-County interchanges, a distance of approximately 21 miles. The project will be referenced as *PA Turnpike from Downingtown to Mid-County Widening* to reflect the change in limits.

This amendment will not adversely impact the financial constraint of the Plan.

The proposed Plan amendment was included in the recent conformity determination of the *FY 2005 TIP and 2025 Long Range Plan*. The conformity

analysis determined that emissions will be less than the permitted budgets, in each required analysis year, and furthermore, will contribute to the achievement and maintenance of national ambient air quality standards.

d. I-95 at Scudders Falls Bridge Widening

This project is currently on the Plan as a plan project to widen the Scudders Falls Bridge where I-95 crosses the Delaware River. The Delaware River Joint Toll Bridge Commission is currently developing a series of alternatives for the project, including possibly widening the mainline of I-95 to the north and south of the bridge itself. To reflect the refined scope, the limits in the plan project description need to be defined as between PA 332 in Pennsylvania and Bear Tavern Road in New Jersey

This amendment will not adversely impact the financial constraint of the Plan. This project is already accounted for in the financial constraint determination of the Plan.

The proposed Plan amendment was included in the recent conformity determination of the *FY 2005 TIP and 2025 Long Range Plan*. The conformity analysis determined that emissions will be less than the permitted budgets, in each required analysis year, and furthermore, will contribute to the achievement and maintenance of national ambient air quality standards.

Favorable recommendation was received from the PCC/RTC that the Board approve the amendments to the Year 2025 Land Use and Transportation Plan.

Favorable recommendation was received from the RCC for the Chester City Access Improvements project, however, the RCC has concerns regarding development impacts on the environment, including the effects of this project on the river and on air quality.

Favorable recommendation was received from the RCC for the US 422 Widening project, however, as stated previously, the RCC believes that rail service in this corridor is vital before construction begins. Proposed construction will cause major disruptions which rail service could eliminate.

Favorable recommendation was received from the RCC for the PA Turnpike project, however, the committee believes that a study should be done on the need for express bus service to alleviate congestion, including bus-only slip ramps to the King of Prussia area.

Favorable recommendation was received by the RCC for the I-95 Scudders Falls Bridge Widening project, however, the RCC asks the DVRPC Board to urge staff to rewrite the TIP description for the Scudders Falls Bridge Project as it is proposed in the Long Range Plan amendment to include pedestrian and bicycle facilities.

Mr. Coscia responded to the RCC recommendations as follows:

- (1) Chester City Access Improvements - These improvements will not move forward without an environmental assessment and the impacts on water and air quality will be addressed. Pedestrian and bicycle access will also be addressed.
- (2) US 422 Widening - The proposed Schuylkill Valley Metro rail line which will be located along this corridor would be coordinated with this project.
- (3) PA Turnpike Widening - The recommendations for a bus-only lane and slip ramps to the King of Prussia be forwarded to the Pennsylvania Turnpike for consideration.
- (4) I-95 Scudders Falls Bridge Widening - The design should include pedestrian

and bicycle access.

Mr. Winters requested that the design study for the I-95 Scudders Falls Bridge pedestrian and bicycle access be available to the RCC.

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

MOTION by Mr. Hughes, seconded by Ms. Bush, that the Board adopt the following amendments to the DVRPC Year 2025 Land Use and Transportation Plan: (1) Chester City Access Improvements, Delaware County; (2) US 422 from US 202 to Limerick Widening, Chester and Montgomery Counties; (3) Pennsylvania Turnpike from Downingtown to Mid-County Widening; and (4) I-95 at Scudders Falls Bridge Widening.

5. Adoption of the DVRPC FY 2005 Transportation Improvement Program (TIP) for New Jersey (FY2005-FY2007) and for Pennsylvania (FY2005-FY2008) and the Associated Air Quality Conformity Determination

Charles Dougherty, DVRPC staff, explained to the Board that Federal law and planning regulations require the development of a Transportation Improvement Program (TIP) in order for the metropolitan region to be eligible to receive federal transportation funds. The creation of the TIP is to be done by the MPO in cooperation with the state(s) and transit operators, and must provide an opportunity for input and comment by the public. These same laws and regulations require the MPO to have a long range plan and to update that plan periodically as new conditions or policies are determined or to amend that plan to include new components. A 30-day comment period must be conducted prior to a formal action to adopt the TIP or update/amend the plan.

Every other year DVRPC develops a TIP that covers both state portions of the region. Work began in September 2003 on the development of the FY 2005-2007 TIP for the New Jersey portion of the region and the FY 2005-2008 TIP for the Pennsylvania portion of the region. The New Jersey and Pennsylvania Subcommittees of the RTC, under the direction of the DVRPC staff, have been working on a draft TIP that meets the requirements of the federal laws and regulations, including those concerning financial constraint, air quality, plan consistency and environmental justice. In addition, DVRPC and PennDOT held a joint public meeting last fall to gather input for the PA transportation program, while DVRPC conducted outreach through its NJ Problem Identification and Prioritization project to gather input for the Study and Development Program portion of the NJ transportation program.

The FY2005-2007 TIP for the New Jersey portion of the region contains 135 projects. Due to uncertainty surrounding the State Transportation Trust Fund and the inability of the state to match federal funding after the second year, NJDOT has advised its MPOs that funding for FY2007 should be virtually zero. Therefore, over the first two years, the NJ portion of this TIP averages nearly \$400 million per year,

including \$188 million on projects primarily addressing the highway system and \$211 million on transit projects for DRPA/PATCO and NJ TRANSIT. DRPA/PATCO projects are fully funded and matched in FY2007.

The FY2005-2008 TIP for the Pennsylvania portion of the region contains 510 projects averaging over \$875 million per year during the next four years. It includes over \$461 million per year on projects primarily addressing the highway system and nearly \$415 million per year on transit projects for SEPTA, Pottstown Urban Transit, and the state's Keystone Service.

The projects in the Draft TIP represent a consensus of the regional improvements to be made. The TIP has been fiscally constrained to the available financial resources identified by PennDOT and NJDOT, as negotiated for this region's projects. All non-exempt projects have been included in the regional conformity analysis.

The Draft TIP document was made available for public review during a 30-day period which ended on June 3, 2005. Legal notices explaining the public comment process were published in the *Inquirer*, the *Tribune*, *La Actualidad*, the *Trenton Times* and the *Courier Post*. Media releases were issued to over 60 outlets prior to the start of the public comment period. Notices were also sent to over 3,000 individuals and organizations through a joint effort of DVRPC, the League of Women Voters, and our Transportation Management Associations. All TIP related documents were published on the Internet and copies were placed at 34 major public libraries in New Jersey and Pennsylvania. Two 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. The meetings, held in Mount Laurel, NJ, and Philadelphia, PA, were attended by 33 members of the public, 12 of whom offered oral testimony.

The entire Draft TIP three volume set was placed on our website, as were the dates and locations of the public meetings and libraries and general information about the TIP development process and other related documents.

In response to Title VI and Environmental Justice concerns, outreach was targeted to specific communities as well as to the region as a whole. DVRPC sent notices of the public comment period and the scheduled public meetings to individuals and organizations representing traditional and underserved transportation users, minority and low income populations, chambers of commerce, the welfare-to-work community, and other citizens. A Spanish language version of the notice was also posted on the website. Nearly 60 individuals or agencies provided written comments on the TIP. Many of our partner agencies contributed responses to these comments. The comments and responses have been distributed to the Board for their review and consideration.

The Clean Air Act Amendments of 1990 (CAAA) require that Transportation Plans and Programs conform to the applicable State Implementation Plans (SIP) for air quality and follow the Final Conformity Rule provided by US EPA and DOT.

Funding of new projects in non-attainment areas such as the DVRPC region is dependent upon the TIP and Plan being found to conform to the purposes of the SIP and the CAAA. TIPs may be determined to conform if their projects are drawn from conforming plans.

DVRPC's conformity analysis of the Horizons 2025 Transportation Plan and the FY 2005 TIP determined that emissions of monitored pollutants for each analysis year are less than the permitted budgets and that the TIP and the Plan contribute to the achievement and maintenance of the national ambient air quality standards. All projects in the FY 2005 TIP have been drawn from or are consistent with the Plan. Therefore, the TIP has been found to conform with the requirements of the CAAA, as set forth in the Final Conformity Rule.

The FY 2005 TIP for NJ and PA is fiscally constrained to the funding determined to be reasonably available to the region, as provided by NJDOT and PennDOT. The PennDOT financial guidance was developed in consultation with its statewide Planning Partner MPO/RPOs. The NJDOT financial guidance reflects the administration's assessment of available funds given the current status of the State's Transportation Trust Fund and federal matching capability.

In Pennsylvania, revisions to the draft TIP included a reinstated project: Baldwin Station Park-and-Ride Lot in Delaware County and one deleted project: Blare Mill Road in Montgomery County. In New Jersey, revisions included adding Route 30 and Gibbsboro Clementon Road Intersection improvement, Camden County.

Mr. Dougherty then pointed out the memorandum (distributed to the Board) from W. Dennis Keck, Assistant Commissioner, New Jersey Department of Transportation (NJDOT) concerning the NJDOT Transportation Trust Fund. This Trust Fund will be deleted by debt service in future years, however, will be able to provide funding for the New Jersey TIP projects through 2006. No financing plan is in place for fiscal 2007, and NJDOT has recommended that no state resources be shown in the TIP for that year. Since the draft TIP was published, NJDOT has received a number of formal and informal representations to the effect that the recommended approach for fiscal 2007 was too conservative and restrictive.

Although NJDOT agrees that the original proposal for showing zero federal funding in fiscal 2007, it is agreed that it is reasonable to predict that federal funding may be available that year, even in the absence of state matching funds. It is understood that for planning purposes it may be useful to select projects to be shown for funding for the year, even if future fiscal prospects are uncertain. Therefore, NJDOT recommends that all parties, including NJDOT, NJ Transit, DVRPC and the other MPOs assume that federal funding will continue to be available for fiscal year 2007 at the same level now predicted for fiscal year 2006. NJDOT is prepared to collaborate with the appropriate agencies to identify those projects most suitable to take advantage of this presumed funding. It is recommend that these projects be selected from those already shown in the draft TIP for fiscal years 2008 and 2009, adding no new projects and making no changes to fiscal years 2005 and 2006.

Mr. Keck commented that the uncertainty of funding for NJDOT has been difficult, however, he supports the proposed alternative for the future funding of the New Jersey TIP in the later years.

Chairman Gurick invited public comments from the citizens on the TIP.

Sue Herman, Residents for Regional Traffic Solutions (RRTS), commented on Stoopville Road and the use of rail cars for hauling quarry stone from the four quarries in Wrightstown Township, Bucks County. Ms. Herman then showed a video reflecting the inappropriate level of commercial traffic using Stoopville Road; a residential route being used as a cut-through between the Wrightstown Township quarries and I-95.

Patricia Horrocks, Southern Chester County Organization on Transportation, commented the Route 41 project in Chester County. Ms. Horrocks believes that Route 41 is a very important connector road, not only for Chester County, but for the entire United States and that improvements or a bypass are essential for safe driving conditions. Ms. Horrocks urged the Board the restore funding in the TIP for Route 41.

Trish Fagan, Secretary/Treasurer for the Board of Supervisors, New London Township, Chester County read a memorandum written to Governor Rendell by the Board of Supervisors concerning Route 41. The letter expressed concerns of the Board and residents of New London Township with reference to improvements to Route 41 from both a safety standpoint as well as one of inadequate capacity. Safe and efficient traffic circulation in the township needs to be addressed because vehicles trying to avoid congestion on Route 41 are using local roads through neighbors to access Route 896 which bisects New London Township. Ms. Fagan urged the DVRPC Board to restore future funding in the TIP for Route 41.

Jerry Yeatman, Avondale, Chester County, displayed a map showing the location of Route 41. Mr. Yeatman spoke about the role that the Route 41 Citizens Advisory Committee (CAC) has played in the project. Nineteen public meetings have been held over a period of one and a half years and although the a solution on how to fix the road has not been reach, the community definitely sees a great need for improvements. The CAC believes that the road in its present state is very congested and unsafe and urges the DVRPC Board to restore the TIP funding for Route 41.

Jack E. Weber, Jr., Avondale Township, Chester County, commented on the severe congestion which causes air quality issues along Route 41. Mr. Weber also stated that this congestion causes a negative impact on businesses in the community. Mr. Weber urged the DVRPC Board to restore funding for the Route 41 project.

Rob Powelson, Chester County Chamber of Commerce, commented that the Chamber, SCCOOT, and a conservancy group known as SAVE have been working together to develop a design concept for the Route 41 project. As part of the

Environmental Impact Study (EIS), they recognize that a more in-depth analysis needs to be done before any design concept can be decided upon for the corridor, however the safety issues need to be addressed. These groups also believe that a remote access bypass around Avondale would be a viable solution. On September 26, 2003 a statement was put before the State Transportation Commission supporting this project. Mr. Powelson urged the DVRPC Board not to abandon this project and to restore TIP funding.

James Yeatman, representing the American Mushroom Institute Action Committee, commented that growing mushrooms is one of Chester County's most important industries and Route 41 is a major corridor which runs through that area. Pennsylvania produces 55% of the nations' mushrooms and Chester County is

ranked number one by producing 57% of the agricultural value. Agriculture is very dependent on good highways and Mr. Yeatman urged the DVRPC Board to restore the TIP funding for the Route 41 project.

Chairman Gurick thanked all the citizens for their comments and concerns on the Route 41 project.

Mr. Coscia responded that the PCC/RTC and the RCC have reviewed the public comments and have formulated the appropriate revisions to the TIP.

Thomas Ten Eyck, Pennsylvania Department of Transportation (PENNDOT), commented that funding for the Route 41 project could be directed to the "out-year" funding (second or third year funding of PENNDOT's 12-year program). Mr. TenEyck recommended that, although the studies to determine a solution for Route 41 need to be completed, that the funding could be restored in the TIP in the later year funding.

Lynn Bush, Bucks County, responded to Ms. Herman's comments on Lindenhurst Road. This project is not on the TIP, nor was anything proposed relating to that issue and Ms. Bush believes no action is needed.

After favorable recommendation was received from the PCC/RTC and the RCC for adoption of the Pennsylvania and the New Jersey TIPs, the Board unanimously adopted the following **motion**:

MOTION Mr. Keck, seconded by Mr. Briggs, that the Board adopt the FY 2005 Transportation Improvement Program (TIP) for New Jersey (FY 2005-FY 2007) and Pennsylvania (FY 2005-FY 2008), with the recommended changes from the Planning Coordinating Committee/Regional Transportation Committee (RTC), the recommended change by PENNDOT to the Later Year funding for the Route 41 Project in Chester County, and the new Jersey Department of Transportation recommendations for FY 2007 funding, as the region's official selection of

transportation projects for federal funding and the associated Air Quality Conformity Determination, by passing Resolution B-FY04-009 (copy attached).

6. Approval of Transportation Enhancements (TE) Projects for Inclusion in the DVRPC Transportation Improvement Program for Pennsylvania

Dr. Shanis explained to the Board that the Pennsylvania Department of Transportation allocates statewide FHWA Transportation Enhancements funding to be awarded to applicants chosen by the metropolitan planning organization, subject to the approval of PENNDOT. In February the Board approved a set of projects for funding and sent this list to PENNDOT. The Board also approved sending a list of five projects to be funded by a set-aside for the Secretary of Transportation to award to projects of statewide significance.

PENNDOT recently approved the entire list of new regional projects submitted by DVRPC (distributed to the Board). In addition, it approved the supplemental funding for two projects from an earlier round of approved projects.

None of the recommended statewide projects were selected for funding. However, one project — *Logan Square Landscaping Improvement* — submitted by the Central Philadelphia Development Corporation, was selected for Statewide funding.

In the Philadelphia region, \$2,000,000 of FTA funds are also available for the Transportation Enhancements program for transit-related projects. Four such projects were approved by the Board, but these do not require PENNDOT's approval.

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

MOTION by Ms. Denworth, seconded by Mr. Hughes, that the Board amend the current DVRPC FY 2003 Transportation Improvement Program for Pennsylvania to include the PENNDOT approved Transportation Enhancement projects, the selected Transit Transportation Enhancement projects, and modify the funding for projects receiving Supplemental TE funding.

7. DVRPC FY 2005 Planning Work Program Amendments

a. Deptford Regional Retail Center Traffic Analysis, Gloucester County

Dr. Shanis explained to the Board that the Deptford Mall area, similar to a

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This effort will involve the design, distribution and analysis of an origin-destination survey and traffic analysis to determine travel characteristics at and around the Regional Retail Center in the Deptford Mall area of Gloucester County. The objectives include 1) assessing local versus regional trip making patterns and 2) determining the traffic impacts on the existing highway network

and on a future highway network which may include improvements to the NJ 55 interchange with Deptford Center Road as well as possible new connector roads in the area.

\$250,000 in dedicated funds from New Jersey Department of Transportation.

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

MOTION by Mr. Romick, seconded by Mr. Keck, that the Board amend the DVRPC Fiscal Year 2005 Planning Work Program to include the Deptford Regional Retail Center Traffic Analysis.

b. Strategies for Older Suburbs Project, William Penn Foundation

Barry Seymour, DVRPC staff, explained to the Board that since the publication of the report *The Future of First Generation Suburbs in the Delaware Valley* in 1998, DVRPC has worked with groups of older suburbs throughout the region to support redevelopment and revitalization through cooperative planning and action. DVRPC is now proposing a comprehensive and integrated set of activities that will serve to expand the knowledge and improve the ability of officials in older suburbs to undertake projects to support revitalization, while also broadening the market awareness for both private developers and the

general public about the opportunities for investment and lifestyle in these communities. Selected demonstration projects will illustrate how targeted investment can advance the region's policy agenda and provide lessons and guidance for all of the region's older suburban communities. Finally, the proposed activities will collectively serve to increase collaboration among groups of older suburban communities, between selected older suburbs and the adjoining cities of Philadelphia and Camden, and as a regional voice and political force to advocate for further changes and action at the state level.

Specific activities to be undertaken over the two years of this project include:

- Assessment of opportunities for collaboration between Philadelphia and Camden and their adjoining suburban communities;
- Up to three pilot city-suburb collaborative projects, with at least one in each state;
- One regional conference focused on older suburbs, including a community development marketplace;
- Up to four peer-to-peer training sessions for officials and staff of up to 25 municipalities on a variety of topics;
- Marketing research for older suburbs identifying the appropriate message and mediums to promote lifestyle and investment in these areas.

The total cost of these tasks, as funded by the William Penn Foundation is \$595,000 over a two year period. DVRPC's existing commitment to older suburbs during this period is an additional \$4,245,000, including the TCDI program, long-range plan, and other regional planning projects. Of that additional amount, the existing DVRPC projects Inter-Municipal Cooperation (\$110,000 over two years) and Revitalizing First Generation Suburbs (\$100,000 over two years) would be combined for Work Program and accounting reporting purposes. Combined project funding is \$400,000 in FY2005 and \$405,000 in FY2006.

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

MOTION by Mr. Carten, seconded by Ms. Denworth, that the Board approve amending the DVRPC FY 2005 Planning Work Program to include the project entitled Strategies for Older Suburbs as funded by the William Penn Foundation. The existing Work Program projects Inter-Municipal Cooperation and Revitalizing First Generation Suburbs: Municipal Outreach and Education will be combined together with this project to create a single project and will be funded for a period of two years.

8. **Authorization to Open a 30-Day Public Comment Period for the Draft Areawide Job Access and Reverse Commute (JARC) Transportation Plan Update - Improving Access to Opportunities in the Delaware Valley Region**

Richard Bickel, DVRPC staff, explained to the Board that the Transportation Equity Act for the 21st Century (TEA-21) included a five-year (FY 1999 to FY 2003) Federal Transit Administration (FTA) Initiative entitled the Job Access and Reverse Commute (JARC) Grant Program. This program was intended to help fund transportation services and supportive activities that facilitate access to jobs for welfare and lower income persons, as well as reverse commute trips for the general population.

FTA regulations for the JARC program require metropolitan planning organizations (MPOs), in regions over 200,000 population, to select project applicants, evaluate the consistency of proposed projects with an adopted Areawide (Regional) Job Access and Reverse Commute Transportation Plan and commit to add projects to the regional Transportation Improvement Program (TIP), pending grant approvals.

Based on the FTA regulations, DVRPC prepared a Draft Regional Job Access and Reverse Commute Transportation Plan (*Access to Opportunities*) in late 1998, which was used for the first round of JARC project submissions. Following State Department of Transportation, member government, operating agency and public review, the Plan was finalized and adopted by the DVRPC Board in 1999. The adopted Plan was used for the subsequent rounds of the JARC program and remains in effect at present.

Over the past two years, through the Job Access project in DVRPC's Annual Planning Work Program, staff reviewed and updated the adopted Plan to incorporate new concepts and ideas, to include currently approved projects and program funding levels and to evaluate the plan principles that provide the foundation for project consistency reviews. In 2002, focus group meetings were held with representatives from the Pennsylvania and New Jersey JARC subcommittees to hear and discuss their comments and issues. The outcome of these meetings has been incorporated in the Draft Plan Update.

Board authorization for a 30-day public comment period on the Draft Plan Update is required prior to Plan Update adoption. Through appropriate legal notices, two public hearings will be scheduled, one in Pennsylvania and one in New Jersey, as well as posting of pertinent information on the DVRPC web site. A thirty (30) day public comment period will be provided. Following receipt of all comments, DVRPC will prepare a specific response to each and will modify the Draft Plan Update, as required. The final version will be proposed for Board adoption at a future meeting.

Favorable recommendation was received from the RCC, with the following JARC funding resolution: *The RCC urges the Board to contact the Pennsylvania Department of Public Welfare and other appropriate state officials to restore funding for the JARC program statewide. The necessary amount of funding for the*

program, \$1.25 million, is minimal and yet provides a large boost to the economy, and could be pulled from the "Ways to Work Car Program."

Mr. Bickel commented that there is a funding crisis with regard to the match funds for the JARC program. The Department of Welfare has reduced federal Department of Labor funds due to the reduction in Welfare-to-Work across the country. This has translated into a 30% reduction in the traditional match in Pennsylvania for this program. SEPTA and the Transportation Management Associations in the region have been discussing a way to deal with this reduction in funds. The results of these discussions will be reported to the Board at a future Board meeting.

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

MOTION by Ms. Thomas, seconded by Mr. Keck, that the Board authorize a 30-day public comment period for the Draft Job Access and Reverse Commute Transportation Plan Update.

9. Pennsylvania Infrastructure Investment Authority (PENNVEST) Funding Requests in Bucks and Montgomery Counties

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

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

Bristol Township Authority, Bucks County - Request for \$5,500,000 Pennvest loan to install sanitary sewers, force mains and pump stations and for construction improvements to the Authority Administrative Building. Note: This project was reviewed and found to be consistent in October 2003.

Redevelopment Authority of Montgomery County - Request for \$1,900,000 from Pennvest to support environmental assessment and remediation and site preparation of the Nicolette Site, a former asbestos manufacturing facility on East Main Street between Ford Street and Ross Street along the Schuylkill River in Norristown.

The projects in Bristol and Norristown 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.

Favorable recommendation was received from the RCC, the Board unanimously adopted the following **motion**.

MOTION Mr. Hughes, seconded by Ms. Bush, that the Board authorize Executive Director to send a letter notifying PENNVEST that the funding requests in Bucks and Montgomery Counties are consistent with the Horizons 2025 Plan.

10. Election of DVRPC Officers for Fiscal Year 2005

Chairman Gurick announced the Nominating Committee recommended slate of officers for election to the DVRPC Board for Fiscal Year 2005 (July 1, 2004 through June 30, 2005) as follows:

Chair: Joanne R. Denworth, Pennsylvania Governor's Appointee
Vice Chair: Thomas J. Gurick, Camden County
Secretary: Charles H. Martin, Bucks County
Treasurer: Jerald R. Cureton, Burlington County

There were no further nominations from the floor and the nominations were closed. The slate of Board officers for Fiscal Year 2005 proposed by the Nominating Committee was unanimously elected by acclamation.

11. Election of New Jersey and Pennsylvania County Representatives to Serve on the Executive Committee for FY 2005

Charles H. Martin, Bucks County and Thomas J. Gurick, Camden County were selected by the New Jersey County Board members and the Pennsylvania County Board members, respectively, to serve on the Executive Committee during Fiscal Year 2005.

12. Regional Citizens Committee (RCC) Report

Mr. Winters reported that all items were covered under the appropriate action items.

13. Executive Director's Report

Mr. Coscia reported on the following items:

- a. Destination 2030: The Future of Transit - A Forum on New Transit and Transit-Oriented Development held on June 16, 2004

Mr. Coscia reported that there were approximately 200 attendees at the forum. The purpose of the conference was to receive input from the attendees as to their transit priorities. Presentations were made concerning 17 types of transit lines. Actual voting took place to prioritize the projects. The results of the voting will be reported at a future Board meeting.

- b. Status of New Office Space: DVRPC Executive Committee Briefing held on June 18, 2004

Mr. Coscia reported that an Executive Committee briefing was held on June 18, 2004 to review the results of the search for DVRPC's new office space. The most practicable and cost-efficient selection was the College of Physicians Building at 6th and Race Streets. Executive Committee action will be requested at the regular July meeting. Following approval, final planning will resume.

Joanne Denworth, Pennsylvania Governor's Appointee, stated her endorsement for the new office space. Ms. Denworth will be absent from the July Executive Committee Meeting.

Mr. Coscia called the Board's attention to the DVRPC 1980-2000 Journey-to-Work Trends in the Philadelphia Central Business District Report (distributed to the Board).

14. Committee Reports

- a. Planning Coordinating Committee/Regional Transportation Committee

Dr. Shanis reported that Michele Webb, City of Philadelphia Streets Department, was elected as Chair to the PCC/RTC and Brian Cuccia was elected as Vice Chair.

Dr. Shanis also reported that a special land use conference seminar will be held on July 14, 2004 at DVRPC and urged all Board members and alternates to attend.

- b. Information Resource Exchange Group (IREG)

Mr. Seymour referred the Board to the IREG report (distributed to the Board)

- c. Regional Aviation Committee (RAC)

Roger Moog, DVRPC staff, reported the RAC held their quarterly meeting on June 17, 2004. Mr. Moog reported that the preliminary system-wide conclusions have been prepared for the DVRPC/CTI Corporation study of security at 23 regional general aviation and reliever airports.

The Pennsylvania legislature is proposing a 1-2 cent increase (50%-80%) for the jet fuel tax. This revenue will be used to fund the PENNDOT Bureau of Aviation, and its state based grant programs to airports.

Mr. Moog then requested Board endorsement for funds to conduct an Environmental Assessment feasibility study for the Penns Landing Heliport expansion.

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

MOTION by Mr. Jastrzab, seconded by Ms. Denworth, that the Board endorse funding of an Environmental Assessment Feasibility Study for Penns Landing Heliport and include the study in the 2004-2005 Regional Airport Capital Improvement Program as a critical component of the Regional Airport System Plan (RASP). The Board also endorses sponsorship of the study by Penns Landing Corporation as public sponsor of the site, City of Philadelphia Aviation Division, or another city or regional Federal Aviation Administration accepted recipient.

15. One Minute Reports

Chairman Gurick commented that his tenure as Chair was very enjoyable and thanked the DVRPC staff for their professionalism and expertise in assisting the Board.

Cheryl Spicer, Port Authority Transit Corporation (PATCO), announced that PATCO has released the request for proposal for the new Smart Car Fare Collection and Parking System. The proposals are expected to PATCO by mid-July.

OLD BUSINESS

No old business was stated.

NEW BUSINESS

No new business was stated.

There being no further business, the meeting was adjourned at 12:50 p.m.

Attachments:

- (1) PCC/RTC Recommendations to the Board for June 24, 2004
- (2) RCC Recommendations to the Board for June 24, 2004
- (3) Board Resolutions B-FY04-008 and B-FY04-009

Additional Documents Distributed to the Board:

- (1) Brochure entitled: *Growing our Economy, Growing our Communities, Growing Greener*

- (2) DVRPC Newsletter, *Special Aviation Issue*
- (3) *PennPlan Moves* - Pennsylvania Statewide Long Range Transportation 2000-2025
- (4) *Alert*, June 2004
- (5) *Freight Lines*, June 2004
- (6) *TravelSmart*, June 2004