

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

BOARD COMMITTEE

Minutes of Meeting of May 28, 1998

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	Joyce Paul
New Jersey Department of Transportation	William S. Beetle John H. Moore
Governor of New Jersey's Appointee	Jerrold D. Colton
Governor of Pennsylvania's Appointee	(not represented)
Pennsylvania Governor's Policy Office	Charles Bohnenberger
Pennsylvania Department of Transportation	Larry M. King
Bucks County	Charles H. Martin
Chester County	Colin A. Hanna Charles Coyne
Delaware County	John E. Pickett
Montgomery County	Arthur F. Loeben
Burlington County	Ridgeley P. Ware Carol Ann Thomas
Camden County	J. Douglas Griffith
Gloucester County	John R. Maier Charles Romick
Mercer County	(not represented)

City of Chester	(not represented)
City of Philadelphia	Denise L. Goren
City of Camden	Edward Williams
City of Trenton	(not represented)

Non-Voting Members

Federal Highway Administration New Jersey Division Pennsylvania Division	Lloyd Jacobs (not represented)
U.S. Department of Housing and Urban Development, Region III	(not represented)
U.S. Environmental Protection Agency, Region III	Daniel Ryan
U.S. Environmental Protection Agency, Region II	(not represented)
New Jersey Office of State Planning	Charles Newcomb
Federal Transit Administration, Region III	John Garrity
Southeastern Pennsylvania Transportation Authority	Richard G. Bickel
New Jersey Transit Corporation	(not represented)
Port Authority Transit Corporation	(not represented)
Delaware River Port Authority	Neil Weissman
New Jersey Department of Environmental Protection	(not represented)
Pennsylvania Department of Environmental Protection	Louis Guerra
Pennsylvania Department of Community and Economic Development	Charles Nahill, Jr.
Regional Citizens Committee Chairman	Dennis Winters

DVRPC Counsel

Pennsylvania Co-Counsel
New Jersey Co-Counsel

Kenneth Zielonis
Thomas J. Coleman, III

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

Guests

Pennsylvania Department of Transportation

Robert Hannigan
Gregory Hailey (Dist. 6-0)

New Jersey Department of Transportation

Jerry Mooney
Al Prant
Paul Truban

New Jersey Governor's Authorities Unit

Christine Leone-Zwillinger

Camden County

Gail Elbert
Cherryl Gaston

Chester County Planning Commission

William H. Fulton

Montgomery County Planning Commission

Kenneth Hughes

Federal Transit Administration, Region III

Janet Kampf

Southeastern Pennsylvania Transportation Authority

Bernard Cohen

Eddie R. Battle Associates

Eddie Battle

Regional Citizens Committee Member

Pete Javsicas

Philadelphia Inquirer

Diane Mastrull

Call to Order

Chairman Ridgeley P. Ware called the meeting to order at 10:40 a.m.

Chairman Ware introduced and welcomed Christine Leone-Zwillinger, from the New Jersey Governor's Authorities Unit, and Charles Nahill, Jr., from the Pennsylvania Department of Community and Economic Development.

Public Comments

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

1. Minutes of Meeting of April 23, 1998

On a **Motion** by Mr. Hanna, seconded by Ms. Goren; the minutes of April 23, 1998 were approved as distributed.

2. New Jersey Route 41 Section 1A, 2A and New Jersey Route 42 Freeway Section 14M Congestion Management System (CMS) Study

The New Jersey Department of Transportation (NJDOT) has requested that DVRPC make a determination as to whether the NJ Route 41/NJ Route 42 operational improvements project (*TIP Project 3015 A-B*) is part of a fully operational CMS and whether any additional CMS commitments are required. A copy of the CMS Report was distributed to the Board.

NJ DOT proposes to make intersection improvements along NJ Route 41 from Deptford Center Road to Clements Bridge Road as well as interchange improvements at the NJ Route 42/NJ Route 41 interchange and the NJ Route 42 / Clements Bridge Road interchange. The interchange improvements will include the addition and deletion of ramps. It is considered a SOV capacity-increasing project because it will add a new movement between NJ 41 and NJ 42.

A determination was made that the project is consistent with the New Jersey Congestion Management System. An analysis of the strategies found to have potential in the *New Jersey Congestion Management System Report* was performed to select a recommended set of supplemental strategies to implement along with the roadway improvements. The supplemental strategies emphasize pedestrian, transit and traffic operational improvements which will extend the useful life of the highway improvements.

Favorable recommendation was received from the Planning Coordinating Committee/Regional Transportation Committee.

The Regional Citizens Committee recommends that the Board approve the CMS Report for NJ 41/42 with the comments listed on the RCC recommendations to the Board for May 28, 1998 (copy attached).

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

MOTION by Mr. Romick, seconded by Mr. Griffith; that the Board endorse the Congestion Management System strategies recommended for New Jersey Route 41 Section 1A, 2A / New Jersey Route 42 Freeway Section 14M by passing Resolution No. B-FY98-015 (copy attached).

3. Nominating Committee Report: Fiscal Year 1999 DVRPC Board Officers

Chairman Ware reported the Nominating Committee's proposed slate of candidates for office in Fiscal Year 1999 (July 1, 1998 - June 30, 1999) as follows:

Chairman:	Colin A. Hanna, Chester County
Vice Chairman:	Jerrold D. Colton, New Jersey Governor's Appointee
Secretary:	Timothy J. Carson, Pennsylvania Governor's Appointee
Treasurer:	Ridgeley P. Ware, Burlington County

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

4. Schuylkill Valley Metro Feasibility Study

Bernard Cohen, Assistant General Manager, SEPTA, presented to the Board the results of the Feasibility Study for the Schuylkill Valley Metro (SVM); a passenger rail service which encompasses a 62-mile corridor between Philadelphia and Reading.

The study examined two alternatives, commuter rail and light rail, for the SVM. The commuter rail alternative would have service which would run from 30th Street to Reading via SEPTA's R6 Norristown line. This service would be extended to Reading sharing tracks beyond Norristown with an existing rail freight line presently being used by Conrail. The commuter trains would operate every 30 minutes during peak hours and every 60 minutes at other times. The light rail alternative would run from City Hall to Ivy Ridge via the Art Museum, the Zoo and the R6 Cynwyd Line and would operate every 7 ½ minutes during peak hours and every 15 minutes at other times. The light rail option includes street running in the city of Philadelphia. It is believed that the light rail option would attract more riders because of more frequent service and the connection to King of Prussia and could eliminate SEPTA's Route 124 and 125 which now operates from Center City to King of Prussia.

Mr. Cohen explained that a more recent alternative is also being considered; the extension of the Route 100 Norristown Line into King of Prussia.

The capital cost of a light rail system would be \$720 million and a commuter rail system would be \$402 million. The lower costs of the commuter rail system assumes that tracks could be shared with freight trains. Both commuter and light rail would cost about \$28.5 million annually to operate. Annual estimated ridership for commuter rail is 20,800 and 30,500 for light rail. The current projected time schedule is completion of the MIS, 1999-2000; design, 2001-2003; and construction 2002-2006.

Mr. Cohen also mentioned that public support for the SVM is favorable.

5. Access-to-Jobs Update

Barry Seymour, DVRPC staff, explained that as a result of the new federal welfare reform legislation, transportation Planning will be needed to help people move from welfare to employment and commute to job centers outside of the Philadelphia area. DVRPC has been working on several initiatives for this project which include: (1) increasing the connection between human service providers and transportation agencies, (2) determining the best corridors for service, and (3) developing a regional strategy.

ML Wernecke, DVRPC staff, reported that a Federal Transit Administration grant was awarded to DVRPC for an access-to-jobs bi-state study. The three goals of this study include: (1) identify viable bi-state commutes using existing transit services, (2) identify barriers and develop strategies to overcome them, and (3) improve communication and coordination between New Jersey and Pennsylvania stakeholders on bi-state commuting.

Ms. Wernecke pointed out that the vast majority of welfare households live in Philadelphia, but available jobs are generally located in the suburbs. There is currently a five-year limit to collect welfare benefits, and then individuals must enter the workforce or be without a source of income. The bi-state approach identifies whether these individuals should also look for employment in other states. In meeting the goals of the study, the report looked at three commutes: Camden to Pennsylvania, Trenton to Pennsylvania, and Philadelphia to New Jersey.

Ms. Wernecke announced that a special forum: *Access-to-Jobs in New Jersey and Pennsylvania* is being held on June 16, 1998 at the Cherry Hill Hilton to discuss and compare the New Jersey and Pennsylvania initiatives for this program.

Ms. Wernecke mentioned that an additional study through *Greater Philadelphia Works* is concentrating on the transportation component which includes: (1) SEPTA service improvements to King of Prussia and airport area,

- (2) a transportation benefit package, (3) employment center coordinators, and (4) providing future corridors.

6. Executive Director's Report

- a. Suit filed in U.S. District Court, against PennDOT, FHWA and DVRPC by residents concerning the Project P&W Bicycle/Pedestrian Trail in Radnor Township, Delaware County

Mr. Coscia reported that PennDOT, FHWA and DVRPC are being sued by residents in Radnor Township, Delaware County. The complaint states that DVRPC did not do a thorough analysis before the project was placed in the TIP. Most of the trips made on that corridor will not be journey-to-work trips but recreational. Federal guidelines state transportation funds should not be used unless the trips are non-recreational.

- b. 1998 Highway Program Status for Pennsylvania and New Jersey

Mr. Coscia briefed the board on the FY 1998 Highway Capital Program status for the Pennsylvania and New Jersey portion of the region.

- c. Ozone Action Partnership Board Meeting, April 27, 1998

Mr. Coscia reported the activities of the Ozone Action Partnership Board meeting of April 27, 1998.

- d. Ozone Action Kickoff Event, May 21, 1998

Mr. Coscia reported that a very successful Ozone Action Kickoff event was held at 30th Street Station on May 21, 1998.

- e. Delaware Estuary Partnership Board Meeting, May 20, 1998

Mr. Coscia reported the activities of the Delaware Estuary Partnership Board. In particular, the members are currently involved in a campaign to educate the public on the Delaware Estuary.

- f. Announcement of Location for June 25, 1998 Board Meeting

Mr. Coscia announced and asked the Board to note that the **JUNE 25, 1998 Board and Executive Committee Meetings** will be held at **Montgomery, McCracken, Walker & Rhoads**, 123 South Broad Street, 28th Floor, Philadelphia. After the meeting a tour will be conducted of the Avenue of the Arts, the new cruise ship terminal, and the site of the new intermodal yard for CSX and Norfolk Southern.

g. Update on ISTEA Reauthorization

Mr. Coscia called the Board's attention to several items (distributed to the Board) with reference to the new ISTEA reauthorization. He pointed out several important details from the information received as follows:

- The House and Senate have agreed on a total amount of approximately \$200.5 billion for a six-year federal highway program and the new Bill will be entitled the *Transportation Equity Act for the 21st Century (TEA-21)*,
- Under the new TEA-21 Bill, New Jersey's share will increase from \$518 million to \$675 million (30%) per year and Pennsylvania's share will increase from \$889 million to \$1.3 billion (46%) per year,
- Percentage of funds an individual state receives for every dollar contributed to the Highway Trust Fund. Pennsylvania will receive \$1.206 and New Jersey will receive \$0.938,
- New Jersey will receive \$60 million for demonstration projects and Pennsylvania will receive \$240 million.
- Items being retained in the new TEA-21 Bill: (1) Illustrative projects in the TIP, (2) MIS and environmental streamlining, (3) a separate Bridge program, (4) guaranteed highway and transit spending, (5) trade corridors and border crossing programs, (6) planning process guided by seven general issue areas instead of 16 factors, (7) a six-year bill, and (8) ITS eligibility for the National Highway System (NHS) and State Transportation Program (STP).
- Amtrak Eligibility for NHS and STP is being eliminated from the in the Bill which is very important to this region, however, eligibility for CMAQ funding is possible.

Larry King, PennDOT, commented that the funds for demonstration projects are earmarked over a six-year period and can only be drawn down to a limited rate per year (1st year 11%, 2nd year 15%, 3rd and 4th year 18%, 5th and 6th year 19%). Mr. King also mentioned two issues of importance in the environmental streamlining provisions: (1) discipline in coordination of the environmental review process, remained in Bill and (2) delegation of environmental approval responsibility from the federal agencies to state agencies was eliminated.

Mr. Coscia added that with the additional funds provided by TEA-21, a coordinated effort between DVRPC, member governments, PennDOT, NJDOT, and the

operating agencies is extremely important to ensure projects move through the pipeline in a timely manner.

7. Committee Reports

a. Planning Coordinating Committee/Regional Transportation Committee (PCC/RTC)

The items in the PCC/RTC report (copy attached) were previously reported under the appropriate agenda items. In addition, an administrative TIP Modification report was distributed to the Board.

b. Regional Citizens Committee (RCC)

The items in the RCC report (copy attached) were previously reported under the appropriate agenda items. In addition, Dennis Winters, RCC Chairman, addressed the Board as to the status of the two resolutions submitted by the RCC for Board consideration (distributed to the Board at the April meeting). In summary, the two resolutions are as follows: (1) that the DVRPC Board consider encouraging the Pennsylvania Turnpike Commission to more closely participate in the regional Planning effort, and (2) that the DVRPC Board support reform of the Pennsylvania Municipalities Planning Code. Mr. Coscia replied that a Board Policy Committee meeting is scheduled for June 18, 1998 and the two resolutions will be discussed at that time for action at the regular June Board meeting.

OLD BUSINESS

Collin A. Hanna, Chester County raised some concern that since Board action in June of 1997, regarding the Year 2000 Census procedures, there has been additional analysis and some controversy on the use of statistical sampling. Mr. Hanna believes it to be prudent at this time to reevaluate the Board's position. Mr. Coscia agreed to include this issue for discussion on the June 18, 1998 Board Policy Committee meeting agenda.

NEW BUSINESS

Mr. Coscia introduced an additional action item to the Board.

FY 1999 Work Program Amendment: Database Consultant Contract

A database consultant is needed to assist the DVRPC staff to develop the specific technical specifications necessary to complete a system wide database. The amount for this contract is estimated at \$40,000.

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

MOTION by Mr. Beetle, seconded by Ms. Goren; that the Board amend the FY 1999 Work Program to include the Database Consultant contract for \$40,000 and authorize the Executive Director to negotiate, enter into, and execute the contract.

William S. Beetle, NJDOT, called the Board's attention to the booklet entitled: *New Jersey First; A Transportation Vision for the 21st Century* (distributed to the Board). The booklet includes New Jersey Governor Whitman's vision for transportation and lists the goals and the actions needed to achieve those goals. The parameters listed in the booklet will be used for NJDOT to develop their new long range transportation plan.

There being no further business, the meeting was adjourned at 12:30 p.m.

Attachments:

- (1) Resolution No. B-FY98-015
- (2) PCC/RTC Recommendations to the Board for May 28, 1998
- (3) RCC Recommendations to the Board for May 28, 1998

Additional Documents Distributed to the Board:

- (1) Schuylkill Valley Metro Brochure
- (2) 1998-2003 Average, Conference Agreement, Transportation Equity Act for the 21st Century (TEA-21)
- (3) TEA-21 Conference Agreement 1998-2003 Average Apportionments
- (4) TEA-21 High Priority Projects Program, Projects in the 9-County Region
- (5) Philadelphia Inquirer article entitled: *Big Jump in Federal Highway Spending Hits Home*, dated 5/24/98.
- (6) Washington Post article entitled: *Hill Pours \$217 Billion into Public Works*, dated 5/26/98.
- (7) AMPO Transportation FAX dated May 22, 1998
- (8) FY 1998 Highway Capital Program Status for New Jersey and Pennsylvania
- (9) Press Release entitled: *Officials Mark Start of Ozone Action Season with Commute to 30th Street Station for Remarks, Awards*
- (10) Ozone Action Program Partners list
- (11) Ground-level Ozone Forecast and Action Guide
- (12) *Freight Lines*, May, 1998
- (13) *Alert*, May, 1998
- (14) DVRPC Newsletter, Spring 1998
- (15) *TravelSmart*, May 18, 1998
- (16) Booklet entitled: *New Jersey First, A Transportation Vision for the 21st Century*.

RESOLUTION

by the Board of the Delaware Valley Regional Planning Commission

**SINGLE OCCUPANT VEHICLE (SOV) CAPACITY ADDING PROJECT
CONGESTION MANAGEMENT SYSTEM (CMS)
FOR NEW JERSEY ROUTE 41/NEW JERSEY ROUTE 42**

WHEREAS, the Delaware Valley Regional Planning Commission (DVRPC) is the designated Metropolitan Planning Organization (MPO) for the Philadelphia and Trenton Urbanized Areas; and

WHEREAS, the DVRPC region is designated a Transportation Management Area in accordance with Title 23 CFR 450 Subpart A Section 450.104; and

WHEREAS, the region is designated as nonattainment for ozone; and

WHEREAS, DVRPC has fulfilled the requirements of the Metropolitan Transportation Planning and Programming regulations, Title 23 CFR 450 Subpart C Section 450.320, which require MPOs in Transportation Management Areas designated as being in nonattainment for ozone or carbon monoxide to develop a CMS that meets the requirements specified in the transportation Management and Monitoring Systems regulations, Title 23 CFR 500 Subpart E; and

WHEREAS, the Metropolitan Transportation Planning and Programming regulations, Title 23 CFR 450 Subpart C Section 450.320, also require that in Transportation Management Areas designated as nonattainment for ozone or carbon monoxide, federal funds may not be programmed for any project which will result in a significant increase in carrying capacity SOVs unless the project results from a CMS meeting the requirements of Title 23 CFR 500 Subpart E. Furthermore, all such projects shall incorporate travel demand reduction and operational management strategies to manage the SOV effectively.

WHEREAS, a CMS analysis was conducted for NJ Route 41/NJ Route 42 in accordance with DVRPC procedures specified in the NJ CMS. A report has been prepared demonstrating the project's relationship to the fully operational CMS and it contains travel demand reduction and operational improvement strategy recommendations.

NOW, THEREFORE, BE IT RESOLVED THAT the Delaware Valley Regional Planning Commission certifies this project results from a fully operational congestion management system. Furthermore, DVRPC fully supports and endorses the travel demand reduction and operational improvement strategies recommended by the CMS.

Adopted this 28th day of May 1998
by the Board of the Delaware Valley
Regional Planning Commission.

I do hereby certify that the foregoing is a true copy of a Resolution passed by the Delaware Valley Regional Planning Commission.



Jean L. McKinney, Recording Secretary

**PLANNING COORDINATING COMMITTEE/
REGIONAL TRANSPORTATION COMMITTEE**

**RECOMMENDATIONS TO THE BOARD FOR
MAY 28, 1998**

**BOARD
AGENDA ITEM**

2. **New Jersey Route 41 Section 1A, 2A / New Jersey Route 42 Freeway
Section 14M Congestion Management System Report**

The RTC/PCC Recommend

That the Board endorse the Congestion Management System strategies recommended for New Jersey Route 41 Section 1A, 2A / New Jersey Route 42 Freeway Section 14M.

DVRPC REGIONAL CITIZENS COMMITTEE

RECOMMENDATIONS TO THE BOARD FOR MAY 28, 1998

BOARD AGENDA ITEM

2. CONGESTION MANAGEMENT SYSTEM REPORT, NEW JERSEY 41 SECTION 1A, 2A/NEW JERSEY 42 FREEWAY SECTION 14M

The RCC recommends that the Board approve the Congestion Management System (CMS) Report for NJ 41/42 with the following caveats:

- Pedestrian-friendly sidewalks should be an integral part of the project;
- Safe pedestrian crossings should be provided with reasonable access to and from transit stops;
- Appropriate signage for bicyclists should be included.