

# DELAWARE VALLEY REGIONAL PLANNING COMMISSION

## BOARD COMMITTEE

### Minutes of Meeting of May 27, 1999

Location: Commission Officer  
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	John H. Moore
Governor of New Jersey's Appointee	(not represented)
Governor of Pennsylvania's Appointee	(not represented)
Pennsylvania Governor's Policy Office	Charles Bohnenberger
Pennsylvania Department of Transportation	Larry M. King
Bucks County	(not represented)
Chester County	Colin A. Hanna Charles Coyne
Delaware County	John E. Pickett
Montgomery County	Arthur F. Loeben
Burlington County	Ridgeley P. Ware Carol Ann Thomas
Camden County	J. Douglas Griffith
Gloucester County	Charles Romick
Mercer County	Donna Lewis

City of Chester	(not represented)
City of Philadelphia	Denise L. Goren
City of Camden	(not represented)
City of Trenton	Andrew Carten
<u>Non-Voting Members</u>	
Federal Highway Administration New Jersey Division Pennsylvania Division	Calvin Edghill Robert Hall
U.S. Department of Housing and Urban Development, Region III	(not represented)
U.S. Environmental Protection Agency, Region III	(not represented)
U.S. Environmental Protection Agency, Region II	(not represented)
New Jersey Office of State Planning	Charles Newcomb
Federal Transit Administration, Region III	Janet Kampf
Southeastern Pennsylvania Transportation Authority	David Fogel
New Jersey Transit Corporation	Brent Barnes
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	(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

Kenneth Zielonis  
Thomas Coleman

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

Guests

Pennsylvania Department of Transportation	Robert Hannigan Greg Brown (Dist. 6-0)
New Jersey Department of Transportation	Jerry Mooney Al Prant
New Jersey Governors Authorities Unit	Eileen K. Schlindwein
Southeastern Pennsylvania Transportation Authority	Richard Burnfield
Camden County	Gail Elbert
Cross County Connection TMA	William Ragozine
FastShip	Roland Bullard
Eddie R. Battle Associates	Eddie Battle
Delaware Valley Bicycle Coalition	Sue McNamara
SAVE	Rikki Saunders
Regional Citizens Committee	Peter Javsicas

**Call to Order**

Chairman Colin A. Hanna called the meeting to order at 10:39 a.m.

**Public Comments**

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

**1. Minutes of Meeting of April 22, 1999**

On a **motion** by Mr. Ware, seconded by Mr. Pickett the minutes of April 22, 1999 were approved as distributed.

## **2. Transportation Improvement Program (TIP) Amendment**

John B. Claffey, DVRPC staff, briefed the Board on the TIP Amendment as follows:

### a. Amendment 9903 - PennDOT Adjustment Package

PennDOT has requested a series of amendments and modifications to the FY1999 - 2002 TIP involving 9 projects. Their request is outlined below. In items (1) through (3), the particular project phase was expected to be obligated in FY98 and therefore was not included in the FY 1999 TIP. Due to unexpected delays, the projects were not obligated, and now must be added to FY 1999 in the current TIP. Items (4) and (5) involve adding an ITS component to two existing TIP projects. This type of action was adopted by the Board in Resolution No. B-FY 1999-011. Items (6) and (7) involve advancing the construction phases of two projects from FY 2000 to FY 1999. Item (8) adds a new bridge replacement project to the TIP. Finally, item (9) involves adding back the construction phase of a project that was obligated in FY 1995 but has experienced delays; it is now ready to proceed.

#### **(1) I-676 Vine Street ITS (old TIP #0528), Philadelphia**

Installation of 9 closed circuit TV cameras, 2 vehicle detectors, and 2 changeable message signs.

**Action: Add funds for construction in FY 1999**

Funding: CMAQ

Cost: \$4,800,000. (100% Federal)

#### **(2) PA 100 @ PA 724 Ramp (old TIP # 6718), Chester County**

Construct an off-ramp from northbound PA 100 to PA 724, Schuylkill Road

**Action: Add funds for construction in FY 1999**

Funding: STU

Cost: \$2,000,000. (80% Federal/20% State)

#### **(3) PA 291, Industrial Highway (TIP #7051), Delaware County**

**Action: Add funds for right-of-way in FY 1999**

Funding: STU

Cost: \$14,500,000 (80% Federal/20% State)

#### **(4) US 202, Sec. 700 (TIP # 5354A), Bucks County**

**Action: Add funds for design of ITS components in FY 1999**

Funding: CMAQ

Cost: \$900,000 (100% Federal); \$9,000,000 (100% Federal) in Later Fiscal

Years

- (5) PA 309, Sec. 100 (TIP # 8599), Montgomery County**  
**Action: Add funds for design of ITS components in FY 1999**  
Funding: CMAQ  
Cost: \$700,000 (100% Federal); \$7,000,000 (100% Federal) in Later Fiscal Years
- (6) Chestnut Street Intermodal Improvements (TIP #9712), Philadelphia**  
**Action: Advance construction funds from FY 2000 to FY 1999**  
Funding: HWY  
Cost: \$9,000,000 (80% Federal/20% State)
- (7) Christopher Columbus Boulevard (TIP #9285), Philadelphia**  
**Action: Advance construction funds from FY 2000 to FY 1999**  
Funding: STU  
Cost: \$15,000,000 (80% Federal/20% State)
- (8) Pickering Road Bridge Replacement, East Pikeland Twp., Chester County (New Project)**  
**Action: Add design to FY 1999 and right-of-way to FY 2000**  
Funding: Bridge  
Cost: \$100,000 (80% Federal/20% State) design; \$20,000 (80% Federal/20% State) right-of-way; \$560,000 for construction in Later FYs
- (9) Girard Ave. over Schuylkill Expressway (old TIP # 0523A), Philadelphia**  
This project was obligated in FY 1995 for construction but was delayed due to the lack of a master agreement with SEPTA. This agreement has now been achieved and the project must be on the current TIP to advance.  
**There will be no impact on fiscal constraint.**  
**Action: Add funds for construction in FY 1999**  
Funding: Bridge  
Cost: \$1,458,000 (80% Federal/20% State)

These actions will add about \$39 million to FY 1999 of the TIP. Financial constraint will be maintained through a series of adjustments to 18 other existing TIP projects. Most of the adjustments involve reprogramming delayed project phases into later years. These adjustments are shown on the attached chart. The projects which are shaded are the primary actions listed above. The remaining projects are the ones being tapped to maintain financial constraint.

The actions included in this amendment do not change the conformity finding. All of the projects involved are either part of the conforming Year 2020 Plan or are exempt from the regional air quality conformity analysis.

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

**MOTION** by Mr. Griffith, seconded by Mr. Moore; that the Board approve TIP Modification 9826, NJDOT's request to increase the funding to Route 130, Section 1J project (TIP #2008) by \$2 million, and increase the funding for the Federal Street Bridge (TIP #2256) by \$.9 million, using \$2.9 million of funds from the construction phase of the Route 95 Scotch Road project (TIP #4321), which will not be obligated this Federal Fiscal Year (FFY).

Pennsylvania Portion of the TIP

b. Amendment 9901 - Cross County Metro (MIS/DEIS) - SEPTA

SEPTA has requested that DVRPC modify the TIP by adding \$300,000 (\$240,000 federal, \$60,000 local) to the Cross County Metro project (TIP #S031) for additional work on the MIS/DEIS. The additional funding is needed for a reevaluation of the Locally Preferred Alternative to see if there are ways to mitigate the impacts to the Crockett Road neighborhood in King of Prussia. The current alignment as proposed would require the acquisition and demolition of 12 properties.

The additional work will include planning and engineering evaluation and analysis, environmental analysis, ridership and modeling analysis, property acquisition analysis and valuation, and public involvement activities.

Financial constraint will be maintained since federal New Start funds were earmarked for this project in the FY 1999 Department of Transportation appropriations bill.

This project is exempt from the regional air quality conformity analysis.

Favorable recommendation was received by the PCC/RTC.

The RCC recommended approval of TIP 9901, however, the RCC questions the need to spend additional dollars on a project that is lacking public support.

After discussion, the Board unanimously adopted the following **motion**:

**MOTION** by Mr. Hughes, seconded by Mr. Carson; that the Board approve TIP 9901, SEPTA's request to add a project to the TIP to study a portion of the proposed Cross County Metro alignment in greater detail, using \$300,000 (\$60,000 local) of Federal New Starts funds earmarked for this project in FY 1999.

c. Amendment 9902 - Regional Park and Ride program (PennDOT and SEPTA)

PennDOT and SEPTA have requested that DVRPC amend the TIP by:

- (1) changing the scope of the Regional Park and Ride Program line item (TIP #0566) to include the operating costs of the Cornwells Heights Station Park and Ride Lot Shuttle Bus (currently, the scope of the Park and Ride line item is limited to engineering, right-of-way, and construction of lots, either new or expanded,) and
- (2) transferring \$617,000 of the \$4 million in federal (CMAQ) funds programmed in FY2000 to FY1999 to cover three years worth of the operating costs.

PennDOT and SEPTA have jointly developed the Cornwells Heights Station Park and Ride Lot - the largest regional rail parking facility in the Pennsylvania region, with direct access from I-95. Because of the size of the lot and the location of the station within the site, SEPTA and PennDOT agreed to run a shuttle bus through the lot to the station. PennDOT covered the costs of the first year of operation as part of the Park and Ride construction project. However, for the past six months SEPTA has continued to operate the shuttle even though there has been no agreed upon source of funding.

Financial constraint will be maintained by shifting \$617,000 from the construction phase of the US 13, Bristol Pike project (TIP #5699) from FY1999 to FY2000. This project is not expected to advance to construction this fiscal year.

This project is exempt from the regional air quality conformity analysis.

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

**MOTION** by Mr. Fritz, seconded by Mr. Pickett; that the Board approve TIP Amendment 9902, PennDOT's and SEPTA's request to:

(1) modify the scope of the Park and Ride Program Set-Aside line item to permit the use of these funds for operating expenses of the Cornwells Heights R-7 parking lot shuttle, (2) move \$617,000 Federal (CMAQ) funds from FY 2000 to FY 1999 to fund three years of operations, and (3) to maintain fiscal constraint, transfer \$617,000 federal (CMAQ) from FY 1999 to FY 2000 for the US 13, Bristol Pike project as it is not expected to advance this fiscal year.

Some concern was raised in that capital dollars (CMAQ funds) were being used instead of attaining long-term sources of funding for a project's operating expenses.

Mr. Claffey explained that these capital (CMAQ) funds are eligible for operating systems. However, a three year limitation, with no additional CMAQ funding beyond that time, is required. After the 3-year time frame other sources of funding must be obtained if needed.

**3. Authorization to Open Public Comment Period for the Draft FY 2000-2002 Transportation Improvement Program (TIP) for New Jersey**

The development of the FY 2000-2002 TIP for the New Jersey portion of the region has been underway since January when it became apparent that the freeze on the current TIP would be lifted. The New Jersey Subcommittee of the RTC and DVRPC staff have been working on a draft TIP that meets the requirements of TEA-21.

The Subcommittee expects to have the draft document available for public review by mid-May, with the public comment period running through mid-June. Two public meetings will be held; one in Burlington on June 7 and one at DVRPC on June 9, 1999. This timing will allow sufficient time for staff and the Subcommittee to review the public and agency comments, to mail them to the RTC and RCC. Recommendations will then be prepared for Board adoption of the final TIP at its July 1999 meeting.

After favorable recommendation was received from the PCC/RTC the Board unanimously recommended the following **motion**:

**MOTION** by Mr. Griffith, seconded by Mr. Moore that the Board approve the release of the Draft DVRPC FY 2000-2002 TIP for New Jersey for a 30-day public comment period during May and June, 1999.

**4. Addendum to Determination of Conformity Between the Amended DVRPC Regional Plan and the TIP and the Pennsylvania State Air Quality Implementation Plan**

Ronald Roggenburk, DVRPC staff, explained that on March 2, 1999, a US Circuit



court in the District of Columbia issued an opinion which remanded a portion of the federal conformity rule, indicating that the USEPA must approve budgets before they are used in conformity demonstrations. This decision voided the determination of conformity made for the Pennsylvania TIP and Plan.

As a result, only those projects in the Pennsylvania TIP which are exempt from inclusion in the conformity determination can advance. Other projects — those which can impact air quality — cannot advance until a new conformity determination is made. The new conformity determination must follow procedures which would have been in effect had the proposed new budgets not been submitted.

DVRPC staff completed an analysis on March 30 and immediately released an Addendum to establish Determination of Conformity (addendum distributed to the Board) on March 31 beginning a mandatory 30-day public review period (ending April 29, 1999). A public meeting was held on April 16 at DVRPC from 4 until 6 pm.

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

**MOTION** by Ms. Goren, seconded by Mr. Fritz; that the Board conditionally approve the Addendum to the *Determination of Conformity between the Amended Plan and the TIP and the Pennsylvania State Air Quality Implementation Plan*, pending conclusion of the 30-day public comment period on April 29, 1999.

**5. NJ 55/Deptford Center Road Interchange Congestion Management System (CMS) Report**

Donald Shanis, DVRPC Staff, explained that the New Jersey Department of Transportation requested that DVRPC make a determination as to whether the NJ Route 55 and Deptford Center Road Interchange operational improvements project is part of a fully operational CMS and whether any additional CMS commitments are required. A copy of the CMS Report for the project was distributed to the Board.

NJ DOT proposes to extend Deptford Center Road for approximately ¼ of a mile to connect with Clements Bridge Road. The intent is to provide direct access between NJ Route 55 and Clements Bridge Road in order to reduce congestion on Almonesson Avenue in the vicinity of Deptford Center.

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 mode shift, and transit, bicycle and pedestrian improvements which will extend the useful life of the highway improvements.

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

**MOTION** by Mr. Romick, seconded by Mr. Ware; that the Board adopt the findings of the New Jersey Route 55/Deptford Center Road Interchange Congestion Management System Report by passing Resolution No. B-FY99-014 (copy attached).

#### **6. I-295/I-76/NJ 42 Interchange Transportation Investment Study (TIS)**

Donald Shanis presented to the Board the findings of the I-295/I-76/NJ 42 Interchange TIS. He explained that as the principal crossroads of southern New Jersey and one of the most congested areas in the state, resolving the traffic problems of this interchange area is recognized as one of the region's most critical transportation priorities. Interchange area problems include: traffic congestion; safety and accidents; lack of direct connection for I-295 through interchange; "missing" ramps between I-295 and NJ 42; truck traffic; and geometric deficiencies.

In order to fully consider the transportation needs of the Interchange area and fairly evaluate all potential improvement alternatives, DVRPC and NJDOT determined it was necessary to perform the TIS for the interchange area (report distributed to the Board). The TIS effectively combines evaluation of transportation needs and improvements, and development of congestion management strategies into a single study.

A TIS Stakeholders Committee, primarily comprised of representatives from four state legislative districts; county officials; municipal officials; regulatory agencies; transportation and regional organizations; and community and business representatives, provided policy and technical guidance. In addition to the TIS Committee input, two public meetings were held and a special presentation was made to the South Jersey Legislative Delegation.

The TIS evaluated the following improvement alternatives: no-build, High Occupancy Vehicle (HOV) Lanes, supporting measures (i.e., CMS type strategies), bus park-and-ride facilities, rail transit, New Jersey Turnpike widening, a new interchange connecting the New Jersey Turnpike to NJ 42, partial build (i.e., construction of "missing" ramps, and full build (i.e., direct connection for I-295 through traffic).

The TIS determined that while many of the alternatives do provide congestion relief to the regional highway network, only the highway alternatives offer the fullest benefits to the interchange; with the full build satisfying the most objectives. In addition to recommending alternatives for advancement, a number of supporting measures were also presented.

Mr. Shanis called the Board's attention to a correction to the last paragraph on page ES-10 of the TIS Draft Executive Summary. The last sentence of that paragraph should read:

*It must be recognized, however that any new Turnpike Interchange must undergo a comprehensive analysis by the New Jersey Turnpike Authority to fully evaluate its construction **and operating** costs and potential impact, including impacts on the safety and operating efficiency of the Turnpike.*

Favorable recommendation was received from the PCC/RTC.

Dennis Winters, RCC Chairman reported that the RCC recommends that the DVRPC Board find the I-295/I-76/NJ 42 TIS inadequate. The TIS needs to reconsider the RCC recommendations approved at the July 14, 1998 RCC meeting which stated that transit alternatives can significantly, or even fully, address the mobility pressures of the area. The Burlington-Gloucester MIS needs to be considered. Specifically the alternatives to be studied should include:

- a. light rail and modified light rail (modified PATCO) alternatives to Mantua where the Camden-Glassboro freight line intersects Route 55, and
- b. Atlantic City Rail Line improvements which should include:
  - (1) the addition of one peak direction round-trip,
  - (2) Lessen travel time of each run by 20-35 minutes, and
  - (3) directly extend service to Suburban Station.

In addition, Mr. Winters stated that the RCC encourages vigorous consistency with the New Jersey State Development and Redevelopment Plan, with particular emphasis on the transportation improvements listed above.

In response, John J. Coscia, Executive Director, commented that rail alternatives were considered and although these modes of transportation had some positive benefits it would not eliminate the need for the construction outlined in the TIS. Rail enhancements would be complementary, however, the volume of traffic in those corridors is too great for rail alone. Mr. Coscia stated that the DVRPC staff highly agrees with the "Full-Build" recommendations outlined in the TIS.

Mr. Winters suggested that the Board hear the presentation from Donald Nigro, Delaware Valley Association of Railroad Passengers (DVARP), which was presented to the RCC at their meeting of April 13, 1999. Nigro's presentation identifies the use of previously recommended rail alternatives which would significantly alleviate congestion in this corridor.

After discussion, the following **motion** was made:

**MOTION** by Mr. Griffith, seconded by Mr. Moore that the Board approve the I-295/I-76/New Jersey Route 42 Interchange Transportation Investment Study and its recommendations, including the Congestion Management System analysis by passing Resolution No. B-FY99-015 (copy attached).

Ridgeley Ware, Burlington County, requested an amendment to the main **motion**:

**MOTION** that approval of the TIS and the CMS analysis for the I-295/I-76/New Jersey Route 42 Interchange be postponed to allow for further examination of the study.

The **motion** failed for lack of a second.

Discussion ensued and several Board members expressed their support for the TIS "Full-Build" strategy in place of transit alternatives for this interchange, however, they believe that a long-term solution should include transit as well as other alternatives for this corridor.

Mr. Coscia summarized the Board's discussion and acknowledged that the consensus is that, in addition to the construction being proposed, all other viable alternatives should be addressed. Coscia explained that a more detailed analysis is scheduled to be conducted and recommendations for specific alternatives will continue to be examined at that time.

The main **motion** was called to a vote and unanimously adopted by the Board.

John Moore, New Jersey Department of Transportation (NJDOT), expressed appreciation to Donald Shanis and the DVRPC staff for an outstanding job in working with NJDOT on public outreach and technical support of the TIS.

**7. Proposed Amendments to the Tri-County Water Quality Management Plan: Beverly Sewerage Authority - City of Beverly and Delanco Township, Burlington County**

Michael Ontko, DVRPC staff briefed the Board on the proposed Tri-County Amendment. He explained that this amendment proposes a sewer service expansion to portions of Delanco Township not presently receiving sewer service. Mr. Ontko proceeded to inform the Board that it appears that several aspects of the proposed amendment are in potential conflict with the current planning direction of Delanco Township and this has caused some question whether the plan needs to be revised. DVRPC staff is, therefore, recommending that this proposed amendment be remanded back to the Authority and its constituent municipalities, Delanco Township in particular, for further consideration and clarification.

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

**MOTION** by Mr. Ware, seconded by Mr. Griffith that the Board approve the recommendation of the DVRPC staff that the proposed amendment to the Tri-County Water Quality Management Plan: Beverly Sewerage Authority - City of Beverly and Delanco Township, Burlington County be remanded back to the Authority and its constituent municipalities, Delanco Township in particular, for further consideration and clarification.

**8. FY 1999 and FY 2000 Planning Work Program Amendment: Creating Geographic Information System (GIS) Capacity for Conservation and Natural Resource Planning**

Barry Seymour, DVRPC staff, explained that the conservation and improvement of the natural resources of the Philadelphia metropolitan area requires concerted actions by municipal, county, regional, state and federal agencies, as well as private landowners and nonprofit organizations. For many of the organizations in the region, computerized geographical information, or GIS, is used to allow natural resource, demographic, and infrastructure conditions within an area to be compiled and analyzed in a map or data format. The proposed project will serve to support the William Penn Foundation by enhancing the use of GIS by area conservation organizations to identify those areas in need of protection or remedial action and prioritize their efforts. Through this planning and prioritization, funding can then be applied most efficiently and effectively to protect or preserve property.

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

**MOTION** by Mr. Bednar, seconded by Mr. Carson; that the Board approve amending the FY 1999 and FY 2000 Planning Work Program to include the project *Creating Geographic Information System Capacity for Conservation and Natural Resource Planning* in the amount of \$322,526 over two years.

**9. Appointment of Nominating Committee for Fiscal Year Officers**

Chairman Hanna appointed the following Nominating Committee to propose a slate of Board and Executive Committee officers for Fiscal Year 2000 (July 1, 1999 - June 30, 2000):

- Colin A. Hanna, Chester County, Chairman
- Ridgeley P. Ware, Burlington County
- Jerrold D. Colton, New Jersey Governor's Appointee
- Timothy J. Carson, Pennsylvania Governor's Appointee
- Larry M. King, Pennsylvania Department of Transportation
- William S. Beetle, New Jersey Department of Transportation
- Denise L. Goren, City of Philadelphia

The Chairman for the next fiscal year must be from New Jersey. The committee

n  
o  
m  
i  
n  
a  
t  
i  
o  
n  
s  
a  
r  
e  
t  
o  
b  
e  
r  
e  
p  
o  
r  
t  
e  
d  
a  
t  
t  
h

e  
r  
e  
g  
u  
l  
a  
r  
M  
a  
y  
  
m  
e  
e  
t  
i  
n  
g  
w  
i  
t  
h  
t  
h  
e  
e  
l  
e  
c  
t  
i  
o  
n  
t  
o  
t  
a  
k  
e  
p  
l  
a  
c  
e  
a  
t  
t

**10. Regional Citizens Committee (RCC) Report**

Dennis Winters, RCC Chairman, reported the additional activities of the RCC meeting of April 13, 1999 not reported under previous agenda items.

Mr. Winters reiterated the RCC's request for a bicycle advocate to sit on the CMAQ Subcommittee. Mr. Coscia responded that the request be remanded back to the Board Policy Committee for a recommendation to the Board at its regular May meeting.

Mr. Winters reported that the RCC tabled the PA Route 41 Needs Analysis discussion until their May meeting. Chairman Hanna stated he believes many of the RCC's concerns on Route 41 can be resolved before the Board's May meeting. Chairman Hanna agreed to attend the RCC's May meeting, if his schedule allows, or to meet with Winters to discuss the issues.

**11. Delaware Valley Intelligent Transportation System (ITS) Grant Proposals**

Donald Shanis briefed the Board on four current ITS proposals as follows: (1) ITS Integrated Surveillance and Data Management, (2) ITS Integration Program, (3) operational test of an electronic payment system for transit fare collection and other applications and (4) FHWA ITS Service Plan.



## 12. Executive Director's Report

John J. Coscia reported on the following:

- a. Central New Jersey Transportation Forum Meeting, April 16, 1999

The main focus of the New Jersey Transportation Forum included:

(1) East/West Access in Central New Jersey, (2) Transit services being provided in Central New Jersey, and (3) truck traffic.

- b. FHWA Grant Awarded to DVRPC

FHWA has awarded DVRPC a \$25,000 grant to conduct educational efforts under a public information initiative entitled: *It All Adds Up to Cleaner Air* (Ozone Action project).

## 13. Committee Reports

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

The items for the PCC/RTC were previously reported under the appropriate agenda items.

In addition, Mr. Claffey requested an amendment to the FY 1999 and FY 2000 DVRPC Planning Work Program to include the work programs of five Transportation Management Associations (TMAs) in Pennsylvania.

Sarah Oaks, DVRPC staff, presented an overview of the DVRPC's and PennDOT's staff analysis of the TMAs Assistance Grant applications. Six TMAs applied for assistance grants: the Bucks County TMA, the Bucks HUB TMA, the TMA of Chester County, the TMA of Delaware County, the Greater Valley Forge TMA, and the Partnership TMA. The submissions of the TMAs included work programs that fully responded to PennDOT's application requirements and promotes the travel demand management program mandates. Each of these applicants has significant private sector financial and program support. Five of the TMAs are being recommended for funding. The application for the Bucks HUB TMA did not include a valid work program or funding estimates and is not being recommended for funding. Commissioner Charles Martin of Bucks County supported the recommendation to deny the application from the Bucks HUB TMA.

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

**MOTION** by Mr. Pickett, seconded by Mr. Carson that the Board amend the FY 1999 and FY 2000 DVRPC Planning Work Program to include the work programs of five Transportation Management Association's (Bucks County TMA, TMA of Chester County, TMA of Delaware County, Greater Valley Forge TMA, and Partnership TMA) and deny the request of the Bucks HUB TMA.

b. Regional Citizens Committee (RCC)

The items for the RCC were previously reported under the appropriate agenda items.

c. Regional Housing Committee

Barry Seymour, DVRPC staff, reported the activities from the Regional Housing Committee meeting of April 9, 1999 (report distributed to the Board).

The following items were discussed at that meeting: (1) *The Future of First Generation Suburbs in the Delaware Valley*, (2) proposal for location efficient mortgages, (3) upcoming housing projects, and (4) upcoming ideas for the Year 2000 Work Program.

d. Goods Movement Task Force Meeting of April 14, 1999

Mr. Coscia reported on the activities of the Goods Movement Task Force meeting of April 14, 1999 (report distributed to the Board). The following items were discussed: (1) New Jersey Truck Issues, (2) Landside Access to Petty's Island Maritime Complex, and (3) Operation Lifesaver and Railroad Trespasser programs.

## **OLD BUSINESS**

Barry Seymour stated that there has been no announcement as of this date on the selected applicants for the *Job Access and Reverse Commute Competitive Grant* program.

## **NEW BUSINESS**

Chairman Hanna informed the Board that Governor Ridge would be in Chester County on April 22 for the country's third annual land-use conference.

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

Attachments:

- (1) PCC/RTC Recommendations to the Board for April 22, 1999
- (2) RCC Recommendations to the Board for April 22, 1999

- (3) Resolution Numbers B-FY99-014, B-FY99-015

Additional Documents Distributed to the Board:

- (1) *Alert*, April 1999
- (2) *Freight Lines*, April 1999
- (3) *TravelSmart*, April 14, 1999
- (4) *NARC Regional Reporter*, April, 1999 Article entitled: *Regional Politics*

**DELAWARE VALLEY REGIONAL PLANNING COMMISSION**

**EXECUTIVE COMMITTEE**

**Minutes of Meeting of May 27, 1999**

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

John H. Moore

Governor of New Jersey's Appointee

(not represented)

Governor of Pennsylvania's Appointee

(not represented)

Pennsylvania Governor's Policy Office

Charles Bohnenberger

Pennsylvania Department of Transportation

Larry King

Pennsylvania Counties

Charles Coyne

New Jersey Counties

Ridgeley P. Ware  
Carol Ann Thomas

City of Philadelphia

Denise L. Goren

City of Camden

(not represented)

DVRPC Counsel

Pennsylvania Co-Counsel  
New Jersey Co-Counsel

Kenneth Zielonis  
Thomas Coleman

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

Guests

Delaware County	John E. Pickett
Montgomery County	Arthur E. Loeben
Camden County	J. Douglas Griffith Gail Elbert
Gloucester County	Charles Romick
Mercer County	Donna Lewis
City of Trenton	Andrew Carten
Pennsylvania Department of Transportation	Robert Hannigan Greg Brown (Dist. 6-0)
New Jersey Department of Transportation	Jerry Mooney Al Prant
Federal Highway Administration Pennsylvania Division New Jersey Division	Robert Hall Calvin Edghill
New Jersey Office of State Planning	Charles Newcomb
Federal Transit Administration, Region III	Janet Kampf
Southeastern Pennsylvania Transportation Authority	David Fogel Richard Burnfield
New Jersey Transit Corporation	Brent Barnes
Delaware River Port Authority	Neil Weissman
New Jersey Governor's Authority Unit	Eileen K. Schlindwein
Regional Citizens Committee Chairman	Dennis Winters Peter Javscas
FastShip	Roland Bullard Kate Chambers
Cross County Connection TMA	William Ragozine

Eddie R. Battle Associates

Eddie Battle

Delaware Valley Bicycle Coalition

Sue McNamara

Safety Agriculture Villages Environment (SAVE)

Rikki Saunders

### **Call to Order**

Vice Chairman Ridgeley P. Ware called the meeting to order at 1:17 p.m.

#### **1. Minutes of Meeting of April 22, 1999**

On a **Motion** by Mr. Coyne, seconded by Ms. Goren; the minutes of April 22, 1999 were approved as distributed.

### **OLD BUSINESS**

No old business was stated.

### **NEW BUSINESS**

No new business was stated.

There being no further business, the meeting was adjourned at 1:18 p.m.