

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

BOARD COMMITTEE

Minutes of Meeting of January 25, 2001

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

Membership Present

Representative

New Jersey Department of Community Affairs	Joyce Paul
New Jersey Department of Transportation	William S. Beetle
Governor of New Jersey's Appointee	(not represented)
Governor of Pennsylvania's Appointee	Timothy J. Carson
Pennsylvania Governor's Policy Office	Ronald K. Bednar
Pennsylvania Department of Transportation	Thomas TenEyck
Bucks County	Michael G. Fitzpatrick
Chester County	Charles Coyne
Delaware County	John E. Pickett
Montgomery County	Kenneth Hughes
Burlington County	Jerald R. Cureton Carol Ann Thomas
Camden County	J. Douglas Griffith
Gloucester County	Charles E. Romick

Mercer County	(not represented)
City of Chester	William Payne
City of Philadelphia	Lawrence Wilson
City of Camden	(not represented)
City of Trenton	(not represented)
<u>Non-Voting Members</u>	
Federal Highway Administration New Jersey Division Pennsylvania Division	Keith Lynch Spencer Stevens
U.S. Department of Housing and Urban Development, Region III	Michael Szupper
U.S. Environmental Protection Agency, Region III	Daniel Ryan
U.S. Environmental Protection Agency, Region II	(not represented)
New Jersey Office of State Planning	David Hojsak
Federal Transit Administration, Region III	Robin Mayhew
Southeastern Pennsylvania Transportation Authority	Christopher Patton
New Jersey Transit Corporation	Brent Barnes
Port Authority Transit Corporation	(not represented)
Delaware River Port Authority	(not represented)
New Jersey Department of Environmental Protection	(not represented)
Pennsylvania Department of Environmental Protection	Michael Shea
Pennsylvania Department of Community and Economic Development	(not represented)

Regional Citizens Committee Chairman

Sue McNamara

DVRPC Co-Counsel

Pennsylvania Co-Counsel
New Jersey Co-Counsel

Kenneth Zielonis
Thomas Coleman

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

Guests

Pennsylvania Department of Transportation

Robert Hannigan
Greg Brown (Dist. 6-0)
LeAnne Fullard (Dist. 6-0)

New Jersey Department of Transportation

Mark Stout
Jerry Mooney
Al Prant

Bucks County Planning Department

Lynn Bush

Southeastern Pennsylvania Transportation Authority

Richard Burnfield

Delaware River Port Authority

Linda Hayes

Pennsylvania Environmental Council

Patrick Starr

Cross County Connection TMA

William Ragozine

10,000 Friends of Pennsylvania

Oliver Carley

Parsons Brinckerhoff

Jim Yeager

Call to Order

Chairman Timothy J. Carson called the meeting to order at 10:30 a.m. Chairman Carson introduced Jerald R. Cureton the newly appointed Burlington County representative and Robin Mayhew representing the Federal Transit Administration,

Region III.

Public Comments

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

1. Minutes of Meeting of December 1, 2000

On a **motion** by Mr. Pickett, seconded by Mr. Hughes, the minutes of the meeting of December 1, 2000 were approved as distributed.

2. DVRPC Transportation Improvement Program (TIP) Actions

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

Pennsylvania Section of the TIP

a. Action PA0108 - PennDOT Adjustment Package #1

PennDOT has requested that DVRPC amend the TIP by adding back various phases of work for four projects that were not obligated in FY2000 as expected. They are:

- (1) Folcroft Avenue Bridge Replacement (TIP #7872, Delaware County) - Add the final design phase back to the TIP at a total cost of \$387,000.
- (2) Morris Rd./North Wales Rd. Intersection Improvement (TIP #8551, Montgomery County) - Add the final design phase back to the TIP at a total cost of \$192,000.
- (3) PA 413 Signal Improvements (old TIP #5652, Bucks County) - Add the construction phase back to the TIP at a total cost of \$800,000.
- (4) Traffic Control - Miscellaneous Design (old TIP #9793, Philadelphia) - Add the preliminary engineering phase back to the TIP at a total cost of \$250,000.

Mr. Claffey explained that financial constraint will be maintained through adjustments to other existing TIP projects whose schedules or costs have changed. Fiscal constraint charts, provided by PennDOT, were distributed to the Board to show the adjustments taking place to accommodate the above actions, as well as previous actions taken at the December Board meeting, and

a series of administrative actions. Also, the TIP's conformity finding will not be impacted by this amendment.

Favorable recommendation was received by the Planning Coordinating Committee/Regional Transportation Committee (PCC/RTC) and the Regional Citizens Committee (RCC) to approve TIP Action PA0108.

b. TIP Action PA0109 - Lafayette Street Extension Study, Montgomery County

Mr. Claffey explained to the Board that the FY2001 Federal Transportation Appropriations Act included a \$10 million earmark for the Lafayette St. Extension Study (TIP #8819). Montgomery County has requested that DVRPC modify the TIP to add \$3 million (\$2.4 million federal, \$600,000 local match) to FY2001 to continue the preliminary engineering phase. The balance of the earmark will be identified as preliminary engineering in "Later" fiscal years since the project is not yet fully defined.

Financial constraint will not be impacted since these funds are earmarked specifically for this project. Also, the TIP's conformity finding will not be impacted by this modification.

Favorable recommendation was received from the PCC/RTC.

The Regional Citizens Committee (RCC) recommended approval of TIP Action PA0109, however, the RCC would like to express the concern that possible development will not be downtown but in the east end of Norristown near the turnpike.

c. TIP Action 0110 - SEPTA Adjustment Package

Mr. Claffey stated that the FY2001 Department of Transportation Appropriations Act was recently approved. As is the case every year, the actual FTA allocations differ from the planning figures used in developing the FY2001 TIP. More specifically, the FY2001 Federal Section 5307 (formerly Section 9) formula allocation is more than anticipated, while the FY2001 Congressional Section 5309 (formerly Section 3) Bus and New Start earmarks are less than requested.

In order for the TIP to accurately reflect the actual FTA apportionments, SEPTA has requested the following modifications:

- (1) Frankford Transportation Center (TIP #S033) - Transfer \$4 million from FTA Section 3 Bus to FTA Formula.
- (2) City Hall Station (TIP #S052) - Defer \$3.2 million from FTA formula to "Later Years" based on project status and anticipated engineering schedule.
- (3) Paratransit Vehicle Purchase (TIP #S085) - Transfer \$2.16 million from FTA Formula to State Act 3.
- (4) Fare Collection System Upgrade (TIP #S087) - Defer \$2.417 million from State Act 3 to "Later Years" based upon project status.
- (5) S094 – Elwyn to Wawa Rail Improvements (TIP #S094) - Transfer \$1.933 million from State Act 3 to FTA formula.
- (6) Regional Rail Car Acquisition (TIP #S096) - Transfer \$400,000 from FTA Formula to State Act 3.
- (7) Trackless Trolley Acquisition (TIP #S097) - Transfer \$400,000 from FTA Section 3 Bus to FTA Formula.
- (8) Callowhill Bus Garage (TIP #S100) - Transfer \$4.75 million from FTA Section 3 Bus to FTA Formula.

Financial constraint will be maintained since this modification will reflect the actual federal apportionments. Also, the TIP's conformity finding will not be impacted by this modification.

Favorable recommendation was received from the PCC/RTC to approve TIP Action PA0110.

The RCC recommends approval of TIP Action PA0110, however notes, for the record, that it is watching with great concern the Trackless Trolley Acquisition.

d. TIP Action PA0111 - Penn's Landing Corporation, Water Taxi System

Mr. Claffey briefed the Board and explained that the Penn's Landing Corporation (PLC) has been awarded TEA-21 ferryboat discretionary funding for their Water Taxi System and has requested that DVRPC amend the TIP to

add this project at a total cost of \$879,000 (\$703,200 federal, \$175,800 PLC match.)

The Taxi System will run in a north-south direction on the Philadelphia side of the Delaware River. The funding will be used to purchase vessels, purchase and install docks and ramps, and to repair sea walls.

There will be no impact on financial constraint since the federal funds for this project are additional discretionary funds targeted specifically to this project. Also, there will be no impact on the conformity finding since this project is exempt from the regional air quality conformity analysis.

Favorable recommendation was received from the PCC/RTC to approve TIP Action PA0111.

The RCC recommended that the Board table TIP Action PA0111 until more information is obtained on the following:

- (1) What is the benefit to taxpayers?
- (2) Do the funds buy vehicles or pay for dock improvements or both?
- (3) Is this project consistent with a vision for the waterfront?
- (4) Does this complete with an existing private service and if not, what happened to the previous water taxi service?
- (5) What will be the costs of operating this service in future years?
- (6) What will riders pay for this service?

e. TIP Action PA0112 - PennDOT Adjustment Package #2

Mr. Claffey explained that PennDOT has requested that DVRPC amend the TIP by adding back two former TIP projects and one new project. The projects are described below.

- (1) Schuylkill River Park Bike/Pedestrian Trail (old TIP #9658B, Philadelphia)- Add the construction phase back to the TIP at a total cost of \$7.561 million (\$5.335 million federal, \$2.226 million local match.) This project had previously received federal authorization, but was de-obligated during a prolonged delay. It is now ready to go to construction.
- (2) 4th and 5th Highway District "3R" (old TIP #9676, Philadelphia) - Add the construction phase back to the TIP at a total cost of \$4.015 million (\$3.212 federal, \$803,000 local match.) This project was not obligated in FY2000 as expected.

- (3) Bridge Design Manager (new TIP #0595, Regionwide) - Add this new project to the TIP at a total cost of \$740,000 (\$400,000 federal, \$340,000 state match.) Funding will be used for consultant services to oversee the state and local Bridge Bill Program.

Financial constraint will be maintained through adjustments to other existing TIP projects whose schedules or costs have changed. Also, the TIP's conformity finding will not be impacted by this amendment.

Favorable recommendation was received from the PCC/RTC and the RCC to approve TIP Action PA0112.

New Jersey Section of the TIP

f. TIP Action NJ0104 - New Jersey Local Projects

DVRPC, on behalf of Burlington County, Camden County, Camden City, and Gloucester County, has requested the following modifications to FY 2001 TIP. These changes were identified during the county/city review sessions for the FY 2002-2004 TIP update.

- (1) Burlington Computerized Signal Control, Phase III (DB# D9801, Burlington County) - Add \$550,000 to the construction phase currently programmed in FY01 for \$1,050,000 to allow a total of \$1,600,000.
- (2) East Atlantic Avenue over Peter's Creek (DB# D9904, Camden County) - Add the final design phase to FY01 for \$80,000 and move the right-of-way phase back to FY02.
- (3) Camden City Signal Upgrade (DB# D9803, Camden City) - Add the final design phase to FY01 for \$440,000 and reduce the FY01 construction phase by that amount.
- (4) Camden City Resurfacing (DB# D9913, Camden City) - Add \$198,000 to the final design phase currently programmed in FY01 for \$87,000 to allow a total of \$285,000 and reduce the FY01 construction phase by that

amount.

- (5) Gloucester County Resurfacing (DB# D9806, Gloucester County) - Add the final design phase to FY01 for \$200,000 using funds from the DVRPC Project Development line item (DB# X80B)

Financial constraint will be maintained according to the procedures in the MOU for TIP Amendments and Modifications in New Jersey. The net amounts to be covered are \$580,000 in FY2001 and \$50,000 in FY2002. NJDOT has assured DVRPC that such funds are available in the financial constraint bank and will be reflected in its next issue. Also, the TIP's conformity finding will not be impacted by this action.

Favorable recommendation was received from the PCC/RTC and the RCC to approve TIP Action NJ104.

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

MOTION by Mr. Griffith, seconded by Mr. Hughes; that the Board approve TIP Actions PA0108, PA0109, PA0110, PA0111, PA0112 and NJ0104.

3. Adoption of DVRPC Fiscal Year 2002 Planning Work Program

John J. Coscia, Executive Director, explained that the Fiscal Year 2002 Planning Work Program (PWP) which consists of: (1) DVRPC's Regular Work Program, (2) Supportive Regional Highway Planning Program (SRHPP), and (3) Transit Support Program (TSP) is now ready for adoption. The PWP reflects the policy direction provided by the Board's Planning Work Program Committee and the input from member governments, operating agencies and other regional organizations.

Favorable recommendation was received from the PCC/RTC to adopt the DVRPC FY 2002 Planning Work Program.

The RCC recommended that the Board not adopt the FY 2002 Planning Work Program because the committee feels the document does not reflect the RCC's input.

Sue McNamara, RCC Chair, commented that the RCC does not agree with the PWP process and would appreciate more time to review the projects.

Mr. Coscia responded that the RCC was invited and was represented in meetings and discussions for all PWP activities, however, staff will work with the RCC to resolve any concerns the RCC may have for future PWP's.

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

MOTION by Mr. Hughes, seconded by Mr. Beetle; that the Board adopt the FY 2002 Planning Work Program, authorize the Executive Director to submit applications and documentation as may be required to fund the program and enter into, negotiate and execute all required contracts and agreements by passing Resolution No. B-FY01-006.

4. Release of the Draft Year 2025 Regional Transportation Plan for Public Review and Comment

Mr. Coscia commented that the Draft Year 2025 Regional Transportation Plan will be reviewed at the Board Policy Committee meeting scheduled for February 7, 2001. The Plan will be brought before the Board in March. Therefore, this agenda was being postponed until the March Board Meeting.

5. Reallocation of FY 2000 Federal Transit Administration (FTA) Job Access and Reverse Commute Competitive Grant Fund Project Selections in Southeastern Pennsylvania

Richard Bickel, DVRPC staff, briefed the Board and explained that the Transportation Equity Act for the 21st Century (TEA-21) includes a five-year (FY 1999 to FY 2003), Federal Transit Administration (FTA) initiative entitled "The Job Access and Reverse Commute Competitive Grant Program." This program is 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.

Mr. Bickel continued to say that for regions over 200,000 population, metropolitan planning organizations (MPO's), are charged with selecting and ranking project applicants, and committing to add projects to the regional Transportation Improvement Program (TIP), pending grant approvals. Comparison of proposed

projects for consistency with DVRPC's adopted Regional Job Access and Reverse Commute Transportation Plan, *Access to Opportunities in the Delaware Valley Region*, is also required.

In FY 2000, the Congress earmarked \$50 million of the available funding. Southeastern Pennsylvania's \$1 million earmark was allocated to SEPTA and five sub-recipients for continuation of the selected FY 1999 projects. New Jersey received a statewide earmark of \$2 million, and conducted a competitive program that resulted in selection of three projects, totaling \$439,738, in the DVRPC region.

The balance of the FTA's FY 2000 program funding was included in a national competitive program. The Southeastern Pennsylvania Transportation Authority (SEPTA) and various sub-recipients proposed eight projects totaling \$966,987 of FTA funds. Following DVRPC Board approval of a prioritized project list, SEPTA, on behalf of itself and the sub-recipients, applied to the FTA for the requested federal funding. In November 2000, the FTA informed SEPTA that only \$450,783 had been awarded for the submitted projects, necessitating a decision on how to reallocate the reduced federal funding among the prioritized projects.

SEPTA is proposing to:

- (1) Defer the Year 2 funding balance for the continuation projects approved in the FY 2000 funding earmark;
- (2) maintain the requested funding for the four sub-recipients; and
- (3) reduce the requested funding for two of the three SEPTA projects.

Given the status of the on-going implementation of the previously funded Job Access projects, and the pending competitive process for SEPTA's \$3 million FY 2001 earmark, SEPTA's deferred and reduced funding proposals will not negatively impact the overall implementation of the region's Job Access program.

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

MOTION by Mr. Bednar, seconded by Mr. Hughes, that the Board endorse the reallocation of reduced FTA grant funding in accordance with SEPTA's recommendation.

6. Sponsorship by DVRPC of a Transportation and Community and System Preservation Pilot Program (TCSP) Grant Application to Fund the Production of a Vision Plan and Overall Management Strategy for the East Coast

Greenway in Pennsylvania

Mr. Claffey explained that the East Coast Greenway is envisioned to be a multiple-use trail connecting cities from the Maine-Canada border to Key West, Florida. The Greenway through southeast Pennsylvania would be approximately 50 miles long, and would traverse Bucks, Philadelphia, and Delaware counties. The Greenway would be constructed off-road to maximum extent possible and would, for the most part, run parallel and adjacent to the Delaware and Schuylkill Rivers.

Today, progress towards implementation varies along the trail in Pennsylvania, and, there is no document that presents a regional vision for the Greenway or outlines the steps of sustained action that would lead to its creation. Such a document will lead to the coordinated and accelerated implementation of the East Coast Greenway in Pennsylvania portion of the region.

The objective of the project is to produce a document setting forth an overall vision for the East Coast Greenway within the Pennsylvania portion of the region, and a strategic plan for its completion. As both a marketing piece and a plan, the document will serve as a guide for the development and design of the Greenway, and show implementing jurisdictions how to put the Greenway to work for community and economic development.

The project team will be comprised of a firm qualified in Greenway and trail planning and design, assisted by DVRPC staff. DVRPC will conduct consultant selection and contract administration. Project partners include the East Coast Greenway Alliance, Clean Air Council, Pennsylvania Environmental Council, National Park Service, Schuylkill River Development Council. Total estimated cost (project application amount) is \$100,000.

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

MOTION by Mr. Wilson, seconded by Mr. Pickett; that the Board authorize staff to apply for \$100,000 in TCSP funds for the East Coast Greenway project.

7. Pennsylvania Transportation Management Association (TMA) Supplemental Assistance Grant Program

Mr. Claffey briefed the Board and commented that the Pennsylvania Department of Transportation annually makes available \$100,000 of additional funding in the

Transportation Management Assistance Grant Program. Those TMAs applying for core grants are also invited to submit special work programs for appropriate projects which would be in addition to the main Assistance Grant Program. PennDOT and DVRPC work cooperatively to select projects for funding under this category. As of last December, \$24,000 remained in this fund.

The Delaware County and Partnership TMAs have requested a grant, totaling \$6,000, to prepare and carry out a one-half day symposium discussing transportation issues as they affect the health care industry in the region. The grant would be divided equally between the two applicants who will work cooperatively on this effort.

Grant recipients must match these funds at a rate of 20%.

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

MOTION by Mr. Hughes, seconded by Mr. Fitzpatrick that the Board approve a total of \$6,000 of the \$24,000 remaining in the Transportation Management Association Assistance Grant Supplemental Program to be shared equally by the Delaware County and Partnership TMA's to plan and carry out a one-half day symposium to discuss transportation issues as they affect the health care industry in the region.

8. Regional Citizens Committee (RCC) Report

Sue McNamara, expressed her appreciation for being able to serve as the Chair to the Regional Citizens Committee for the past year. The new RCC Chair, Patrick Starr, was introduced by Chairman Carson.

9. Regional Indicators

Barry Seymour, DVRPC staff, presented to the Board the DVRPC *Regional Indicators* Report which presents 26 indicators that collectively track the region's progress toward the adopted goals of Horizons 2025, DVRPC's long range transportation and land use plan for the Delaware Valley. The indicators depict trends in eight issue areas: Physical Form, Traffic Congestion, Environment, Air Quality, Economic Development, Freight Movement, Mobility and Housing. The data provides a starting point for an ongoing assessment of regional goals and

policies.

10. Executive Director's Report

- a. U.S. DOT Tri-Annual Review and Certification of DVRPC's Transportation Planning Process and Program

Mr. Coscia commented that the FHWA Certification Review for the transportation planning process is complete. FHWA will present the final report at the February Board meeting.

- b. New Jersey Department of Transportation Fiscal Year 2000 Targets vs. Obligations

Mr. Coscia highlighted NJDOT's Targets vs. Obligations report card for FY 2000 (distributed to the Board). A total of 96% of the targeted federal funds were obligated.

11. Committee Reports

- a. Planning Coordinating Committee/Regional Transportation Committee

Mr. Claffey reported that the PCC/RTC agreed to consider increasing the Pennsylvania Transportation Management Assistance Grant program by up to additional \$48,000 (federal share) for each TMA providing work programs submitted which merit the increase. This issue will be presented to the Board for consideration in March.

Staff is requesting that the PCC/RTC consider a recommendation to the Board that the RTC assume the responsibilities of the Regional Air Quality Committee. The PCC/RTC will discuss this item at their February meeting.

- b. Information Resources Exchange Group (IREG)

Mr. Seymour pointed out the highlights of the IREG meeting of December 6, 2000 (distributed to the Board). He commented on the presentation given by DVRPC staff on DVRPC's New and Improved Online Mapping. A live demonstration was given of the online mapping system on how to access and use the site.

c. Regional Aviation Committee (RAC)

Roger Moog, DVRPC staff, briefed the Board on the activities from the RAC meeting of December 14, 2000 (distributed to the Board). Mr. Moog reported that the Regional Aviation System Plan (RASP) for 2025 has been drafted for review and comment by the Committee.

d. Goods Movement Task Force

Mr. Coscia reported on the activities from the Delaware Valley Goods Movement Task Force meeting of January 12, 2001 (distributed to the Board). He pointed out the presentation given by Richard Biter, Deputy Director of the office of Intermodalism, U.S. Department of Transportation.

OLD BUSINESS

No old business was stated.

NEW BUSINESS

No new business was stated.

There being no further business, the meeting was adjourned at 12:04 p.m.

Attachments:

- (1) PCC/RTC Recommendations to the Board for January 25, 2001
- (2) RCC Recommendations to the Board for January 25, 2001
- (3) Resolution No. B-FY01-006

Additional Documents distributed to the Board:

- (1) *Alert*, January 2001
- (2) *Freight Lines*, January 2001
- (3) *TravelSmart*, January 2001
- (4) DVRPC Report: *One River One Region*
- (5) DVRPC *Horizons* Report #3:

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

EXECUTIVE COMMITTEE

Minutes of Meeting of January 25, 2001

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Representative

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Pennsylvania Department of Transportation	Thomas TenEyck
Pennsylvania Counties	Michael Fitzpatrick
New Jersey Counties	Jerald Cureton Carol Ann Thomas
City of Camden	(not represented)
City of Philadelphia	Lawrence Wilson

Guests

Pennsylvania Department of Transportation	Robert Hannigan Greg Brown (Dist. 6-0) LeAnne Fullard (Dist. 6-0)
New Jersey Department of Transportation	Mark Stout Jerry Mooney Al Prant
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Call to Order

Chairman Timothy Carson called the meeting to order at 12:04 p.m.

1. Minutes of Meeting of December 1, 2000

On a **motion** by Mr. Beetle, seconded by Mr. Wilson the minutes of the meeting of December 1, 2000 were approved as distributed.

2. Contract Authorization: U.S. Route 130 in Burlington County, New Jersey: A Three Part Transportation Planning Effort

Mr. Coscia briefed the Board on the U.S. Route 130 study. He explained that the Burlington County Office of Land Use Planning, Burlington County Office of Engineering, the seven municipalities in the study area, DVRPC and NJDOT will work together with the Consultant to develop a new vision for an aesthetically improved U.S. Route 130 corridor in the study area. The product will be a “visual” plan which, based on the vision, identifies specific aesthetic elements, improvements and projects that need to be undertaken in the study area. This “visual” plan will be used by the study area municipalities to influence the aesthetic aspects of private and public development of properties adjacent and proximate to U.S. Route 130 through municipal planning and zoning. It is intended for the “visual” plan to influence the promulgation of local development regulations that require preferred landscaping, lighting, signage, building and parking location and setbacks, and other design elements that improve the aesthetics of the study area.

From a transportation improvement standpoint, NJDOT and New Jersey Transit (NJT) will use the “visual” plan to guide aesthetic improvement of the study area. The plan will be used by the state agencies as a cornerstone for the context sensitive design of intersection improvements, highway landscaping and multi-modal improvements (e.g., bus stops, shelters and bike and pedestrian facilities) along this important principal arterial highway. Similarly, the municipalities and the

County of Burlington will use the “visual” plan in shaping the aesthetic elements of transportation improvements to various roads intersecting U.S. Route 130.

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

MOTION by Mr. Cureton, seconded by Mr. Beetle; that the Board authorize the Executive Director to enter into, negotiate and execute a contract with Parsons Brinckerhoff to perform the tasks associated with the study area in the U.S. Route 130 corridor.

3. Draft Fiscal Year 2002 Budget

Mr. Coscia presented the proposed DVRPC Fiscal Year 2002 Budget (distributed to the Board). He commented that the total budget is \$14,687,639 of which \$4,000,853 is for subcontracts to member governments, transit operating agencies and scoping contractors. The budget for DVRPC operations is \$10,686,786.

Highlights of the proposed budget include:

- (1) a Transportation Program of \$7,471,836 including \$2,204,853 or 30% in subcontracts for member governments;
- (2) a Personnel Complement of 87 employees;
- (3) a 4.0% meritorious annual salary increase for FY 2002;
- (4) continued suspension of three paid holidays, Election Day, Lincoln’s Birthday, and Good Friday.

A full presentation of the budget will be presented for Board adoption at the February Board meeting.

4. FY 2001 Planning Work Program Second Quarter Report

The FY 2001 Planning Work Program Second Quarter Report was distributed to the Board for their review. Mr. Coscia reported that all projects are within budget and on schedule. He also encouraged the Board to review the costs tables and pass-through programs which determine how much has been spent.

OLD BUSINESS

No new business was stated.

NEW BUSINESS

No new business was stated.

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